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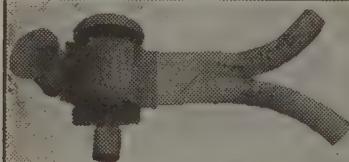
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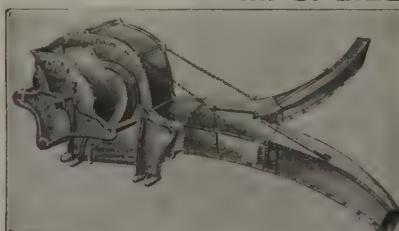
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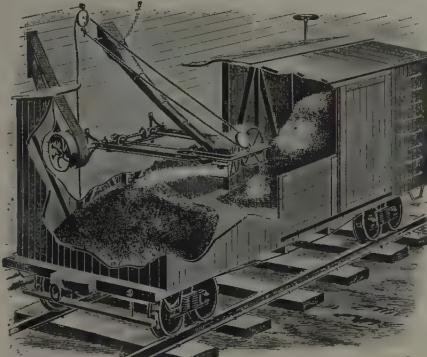
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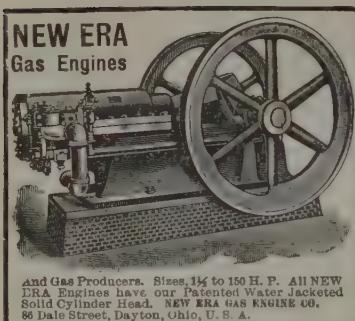
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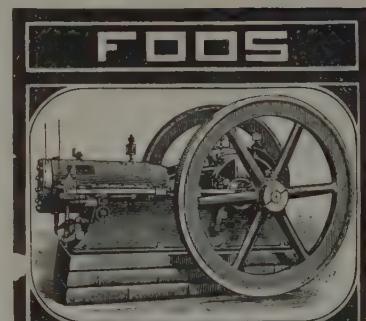


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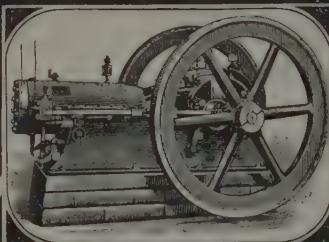
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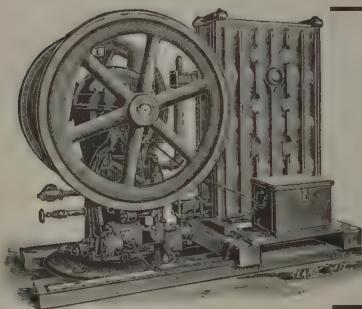


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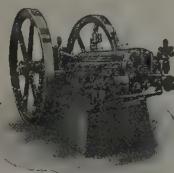
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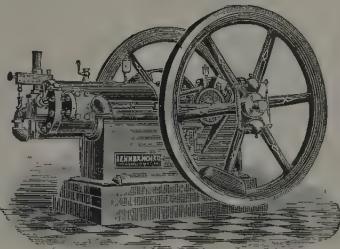


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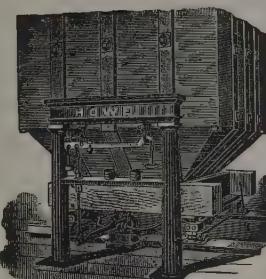


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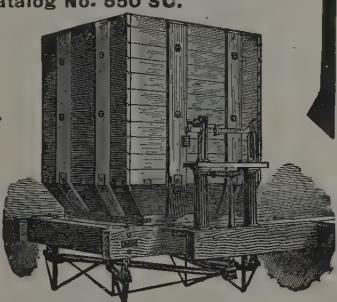
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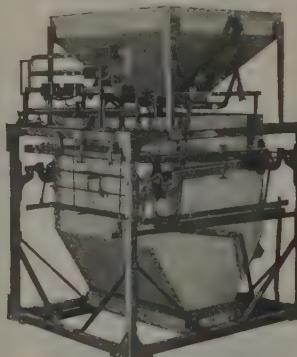


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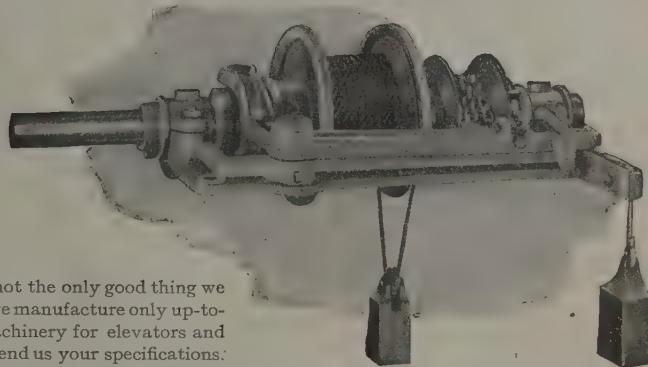
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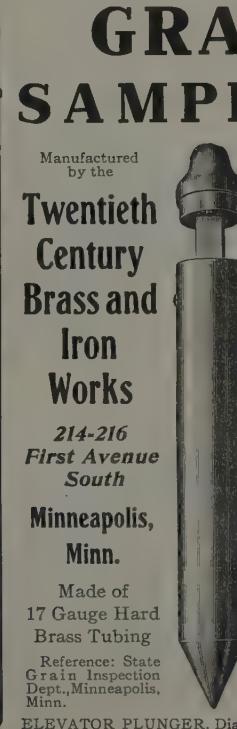
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Length of Probe,
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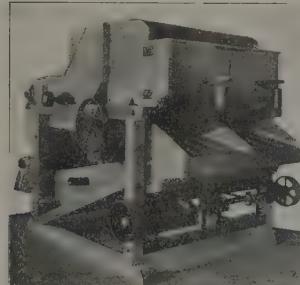
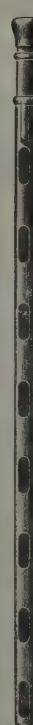
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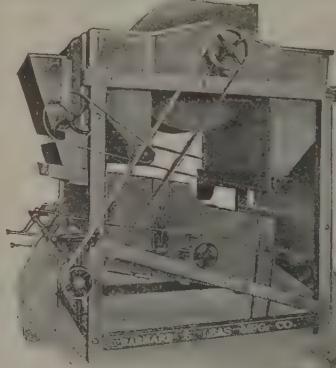
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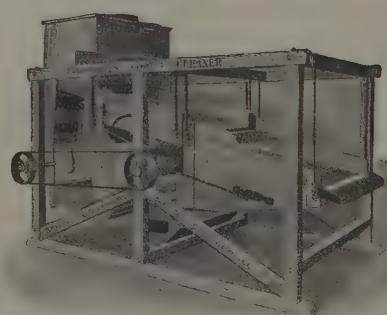
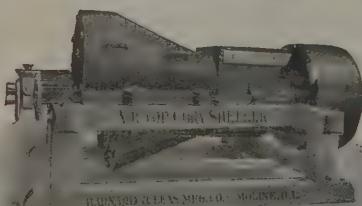
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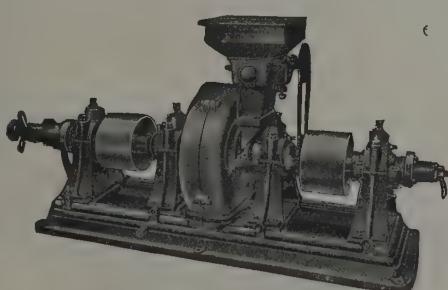
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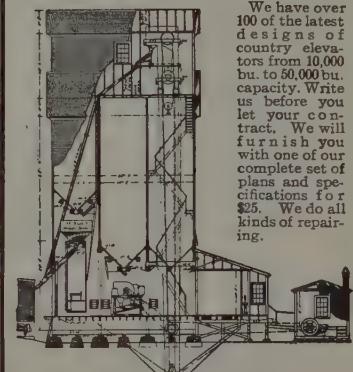
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MIXED GRAIN

is never graded as high as grain that is perfectly free from all that is foreign to it. You will find that cleaning and separating all grain before shipment will bring you in many extra dollars.

The **STANDARD** line of grain cleaning machinery is adapted for the cleaning and separating of all kinds of grain. When you can get clean grain by the use of a little power, you can't help but make money. **STANDARD** cleaners will do this. Catalog gladly sent.

PRAME MFG. CO., Galion, Ohio



The NORTHWAY FEED MILL

Is the mill for the man who wants best results at least expense. A thorough test will always prove the "Northway" top-notchers among Feed Mills

Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

The Strong-Scott Mfg. Co.

Formerly Strong & Northway Mfg. Co.

N. W. Agents for Invincible Cleaners and Richmond Dust Collectors

MINNEAPOLIS : MINNESOTA



TRIUMPH POWER CORN SHELLER
CO. BARTLETT & SNOW (O.
CLEVELAND O.

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

YOU

can get a job too, if you advertise in the "Situations Wanted" columns of the Grain Dealers Journal.

Fortescue, Mo., June 11, 1907.
Grain Dealers Journal,
Chicago, Ill.

Dear Sirs:—Yours of the 8th received. Through my ad in your Journal, I have received another position, and if at any time in the future I have need of an ad it will be in your Journal.

Yours very truly,
J. A. FREEMON.

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

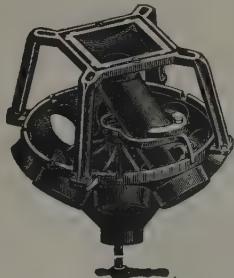
Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

The Hall Signaling Non-Mixing
DISTRIBUTOR

is universally conceded to be the
STANDARD



It is unrivaled and unapproached in its field. Comparisons in many respects are irrelevant. It represents the highest development in this class of machinery. This high position was attained through merit alone, because its use is profitable.

All users will attest this.

Booklet "B" explains its features.

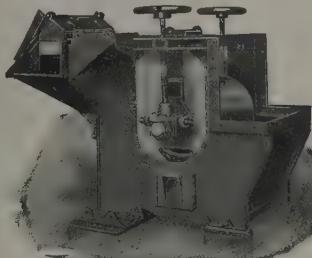
HALL DISTRIBUTOR CO.

222 First National Bank Bldg. OMAHA, NEB.

How much grain can be lifted in an hour by using a

**HALL
Non-Chokable Boot?**

Nobody can tell, without all the data. One thing is absolutely certain. It permits feeding into, and piling onto, every bucket, every kernel it can carry, utilizing its maximum capacity. That is all any Boot can be made to do.



The Hall Non-Chokable Boot

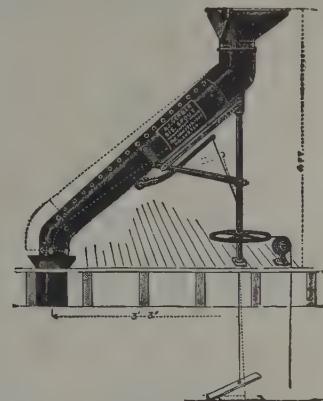
is the only style made that permits it. When you know this fact in connection with your other data, speed, sizes, etc., the amount that will be lifted can be easily figured out.

HALL DISTRIBUTOR CO.

222 First National Bank Bldg. OMAHA, NEB.

**Good Spouts
Reasonable Prices**

That is what you get when you buy the **GERBER IMPROVED No. 2 DISTRIBUTING SPOUT**. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.

**SECOND-
HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
DEALERS JOURNAL**
OF CHICAGO.
COSTS 15 CENTS PER LINE.

Link Belt Supply Co.

Machinists, Boiler Makers

Conveying and Elevating Machinery.

WE MAKE A SPECIALTY OF ROPE DRIVES

MINNEAPOLIS, MINN.

Anchor Duplex Cotton Belting

**Superior to any Cotton Belt on the Market
Why?**

Because it is solid, multiple woven, and cannot separate.

Because it is absolutely impervious to heat, cold or moisture.

Because it has 15 to 30% more pulley contact, as every thread is a strain bearing one.

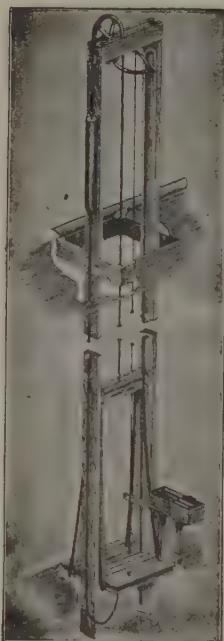
Because with greater pulley contact it will transmit more power.

These are the four salient points that the buyer must consider. A trial will convince you of the correctness of these facts. Every foot of belting is guaranteed.

ATLAS BELTING CO., Sole Manufacturer, 152 Lake Street, Chicago
FACTORY: BUCHANAN, MICH.



**A Friend When in Need
is a Friend Indeed**



Sidney Elevator Mfg. Co., Sidney, O.

If you haven't one of our passenger elevators you are in need of one of them.

**Why Walk
When You
Can Ride
Without
Effort**

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

**Time, Labor and Money
Savers.**

**They are No Trouble,
Easily Erected, Well
Made and Reliable,
The Best.**

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

V. S. Corn Sheller

**IS A GOOD INVESTMENT FROM
START TO FINISH**

No cemented pit, tank, expensive hopping—takes up less room, less power and cheapest repaired.

GIVE IT A TRIAL
(PATENTED)



SEND FOR A CATALOG

CHICAGO REPRESENTATIVES:
NOTH - SHARP - SAILOR CO.
1329-30 Monadnock Block
Chicago, Ill.

OKLAHOMA REPRESENTATIVE,
J. A. HORN,
322 Bassett Building,
Oklahoma City, Okla.

B. S. CONSTANT CO.
BLOOMINGTON ILLINOIS

**Grain Elevator
Machinery**

Many hundred grain elevators throughout the country are equipped with our machinery. When you want the best send us your order.

We make

**Elevator Buckets,
Boots, Turnheads,
Loading Spouts,
Car Loaders, Car Pullers,
Power Shovels, Shafting,
Pulleys,
Friction Clutches,
Bearings,
Spiral Conveyors, Etc.**

In fact we will furnish anything in the way of Grain Elevator Machinery, that may be required.

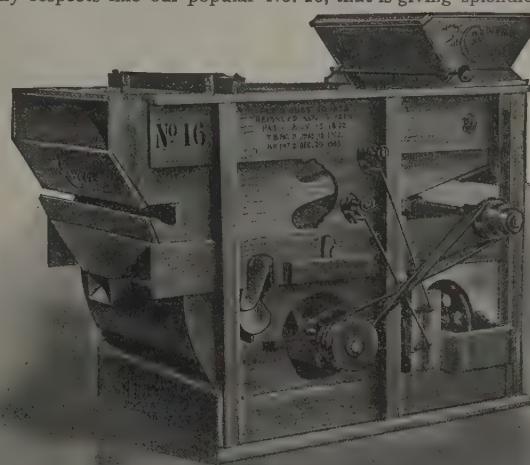
Our new General Catalog No. 7 sent upon request.
Send us your specifications.

Skillin & Richards Mfg. Co., - Chicago

Our New All Iron Overhead Wagon Dump. Neat, compact, quickly installed, easily operated. Saves sink room. May be operated either by hand or power.

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

Saginaw, Michigan

The "Western" Gyrating Cleaner

MANUFACTURED BY

UNION IRON WORKS, Decatur, Ills.

Note what a leading grain firm of Central Illinois says of this Machine :

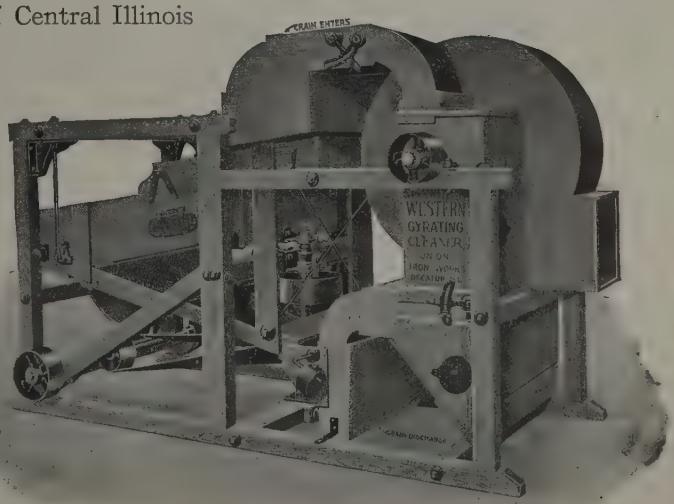
DALTON CITY, ILLS., June 29, 1907.
UNION IRON WORKS, Decatur, Ills.

Gentlemen.—The "Western" Gyrating Cleaner bought of you and shipped to us Sept. 15, 1906, has been in almost constant use since. The corn crop of 1906 has been the worst we have had to handle since in the grain business, but thanks to our Gyrator, we have raised the grade on at least half the corn handled during the past winter.

We have cleaned about 300,000 bu. of corn and oats on the machine and the work has been simply perfect. The vacuum chamber catches all the refuse worth catching, and the sand screen removes all the fine particles of grain and dirt, thus making the grain less liable to get out of condition, and we find a ready sale for all the refuse and screenings.

As to the machine, we have never fastened it in any way. It is so perfectly balanced there is no jar or vibration, and have not found it necessary to adjust a single box or bearing as yet.

Yours truly,
C. A. HIGHT & CO.



ELEVATORS FOR SALE.

FOR SALE—Modern elevator, 18,000 capacity; or will exchange for land. Address Sawyer & Harp, Greenville, O.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

ELEVATOR FOR SALE or trade, 15,000 capacity; well located, and doing nice business. C. G. Williamson, Wayneville, O.

ELEVATORS in N. Dak., Minn. & S. Dak. for sale. If interested, write W. J. Hartzell, Chamber of Commerce, Minneapolis, Minn.

ELEVATOR FOR SALE on C. R. I. & P. Ry in southern Nebraska, new, modern and a bargain if taken soon. Box 23, Nora, Neb.

ELEVATOR for sale or trade for farm, modern 40,000 bu. cap., steam; city of 9,000. Address Imer, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Pa. R. R., no competition. Handles flour and feed; big harvest; a bargain; everything first-class. Box 73, Cumberland, Ind.

FOR SALE—A desirable elevator on Omaha Railroad, in Nebraska. Capacity 25,000 bus. Address B. G., Box 12, Grain Dealers Journal, Chicago, Ill.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT to buy an up-to-date elevator worth the money and doing the business in large territory on Big 4, Address Con, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill with wholesale and retail feed and coal business in connection. On main line of R. I. R. R., doing good business. Address Lock Box 472, Pond Creek, Okla.

ELEVATOR in FORT WORTH for sale; comparatively new; three lines of railroad; owner recently died; opportunity to get a money maker. J. G. Watkins, 205 W. 10th St., Fort Worth, Tex.

FOR SALE—A 22,000-bu. capacity elevator, and corn crib on Omaha Ry. in Northeastern Neb. with standard gasoline engine, scales, etc. Address Maha, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

30,000 BU. ELEVATOR for sale; 15 h.p. Otto gasoline engine, Eureka cleaner, Fairbanks dump and hopper scales; all in first-class repair. Price \$7,500.00. Address Independent Elevator Co., Box 672, Regina, Sask.

ELEVATORS FOR SALE. If you want to buy or sell, lease or rent an elevator, trade land or other property, or trade elevator for land, write me. I have what you want. Jay D. McClean, 403 N. Jef. Ave., Peoria, Ill.

GOOD ELEVATOR for sale, located at Armstrong, Minn.; only elevator at this station; doing good business and well rented. Possession can be given if desired. For further particulars address Drawer "C," Slayton, Minn.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two good elevators in North Dakota, on Great Northern Railway, of 45,000 bus. capacity each, with good business. For reason for selling and other information, address A. D., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, Northern Iowa, capacity 20,000. Corn cribs, 8 h. p. Fairbanks gasoline engine, cleaner and corn sheller. Competition easy. Large territory. If interested, address Per, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—10,000 bu. cap. and 1 acre of ground; shipped 110 cars of grain in 9 months; a fine opening for hay, coal, salt, cement, straw, etc. Elegant farming country. J. D. McGill, 223 Home Guard Bldg., Van Wert, O.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR FOR SALE, 30,000 bus. capacity. Gasoline engine. Situated on the C. B. & Q. Ry., in a town of 6,500 population. Excellent corn, wheat and oats territory. Fine hay market. Good reason for selling. Address C. V. Chandler, Macomb, Ill.

FOR SALE—10,000 bu. elevator; new nine-room residence; cribs for 20,000 bu. ear corn; 14,000 bu. oat bin; new 8 h. p. gasoline engine. None of the buildings on R. R. land. Price \$8,000 and worth it; one-half down, bal. easy terms. Address Box 13, Smithshire, Ill.

FOR SALE—A new elevator, modern, capacity about 17,000 bus., 2 dumps, 8 bins, brick engine house, gasoline engine, office, 5 ton Fairbanks Compound beam scale, all new, 2 acres land running parallel with R. R. side track, hog lot, good well and pump, coal bins, corn cribs and good town 1,500 population. Territory 18 miles north, 12 miles south, 6 miles east and west; good farming territory, no better in the state. Going to California reason for selling. C. W. Carroll, Blairstown, McDonough Co., Ill.

ELEVATORS FOR SALE.

FOR SALE—Eight elevators in Northern Iowa all cribbed, good condition and price right. For information, address V. B., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE, on right of way G. N. 30,000 bu. capacity; in good working condition, has cleaner and 5 h. p. Fairbanks-Morse gasoline engine set in brick building side of elevator. \$3,500 will close the deal. Apply or write G. P. Olson, Kokato, Minn., Rfd. 4.

FOR SALE—Three modern 40,000-bu. elevators in best corn, oats and barley section of Northeast Iowa, doing actual business of 275,000 in grain. Two of the points handle in connection lumber, coal and live stock with no competition. Good reason for selling. Address O'Connor Bros., Raymond, Ia.

OKLAHOMA ELEVATOR AND CORN MILL for sale. In the best corn, wheat and oats belt of southwestern Oklahoma. A bonanza for anyone wishing to locate in Oklahoma, and start right in the grain business. Good reason for selling. Write at once to Clift Bros., Hastings, Okla.

FOR SALE—A 14,000 bu. elevator, 46 miles west of Minneapolis in a good wheat country where a failure is never known. Receipts run about 50,000 bus. per year. Only two elevators. Good German town. Good reason for selling. For further particulars, address Wil, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR, best located in Morris and well equipped for business; capacity nearly 40,000 bu., for sale on easy terms, or for rent to reliable, practical elevator man; also improved, well located, desirable farms for sale on easy terms; or for rent to desirable tenants. Dairymen preferred. Lewis C. Spooner, Morris, Minn.

MODERN ELEVATOR, 35,000 bu. cap., 25 h.p. gasoline engine. A1 territory. No opposition. Flour exchange in connection. Large hay warehouse. Handles grain, hay, flour, seeds and coal. Splendid location for lumber yard. Will sell cheap or will exchange for good farm. Good reasons for wanting to sell. Address Mot, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Located in Southern Pa. on the Phila. & Reading Ry., a first-class elevator, coal trestle and switch, fertilizer house and yards, also one-eight reduction flouring mill, both properties run by water power, in first-class order and are now enjoying a fine trade. Will be sold on easy terms. For further particulars, address F. A. Asper, Aspers, Adams Co., Pa.

LOCATIONS FOR ELEVATORS.**GOOD LOCATIONS**

for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

ELEVATORS WANTED.

ELEVATOR WANTED to rent. Box 54, Parkersburg, Ia.

ELEVATOR WANTED in exchange for a good improved farm. Address Lock Box 825, Harlan, Ia.

WANT TO LEASE a good elevator for one or three years. Address Lock Box No. 17, Woodward, Ia.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

WANTED TO BUY elevator doing good business in a good live town. Address giving full particulars and price. H. R. Sheldon, Smith Centre, Kan.

FOR TRADE—Two modern brick residences in the heart of Denver, for Indiana Grain Business. Let me know what you have. E. A. Benedict, Oxford, Ind.

WILL LEASE or buy one or two elevators in corn belt; must show good business. Prefer good business and poor elevator to a good elevator and poor business. Write me what you have. Address Rex, Box 3, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE OR TRADE—100 bbl. flour mill and elevator in good town with good coal trade and good business. Address W. A. R., Box 3, Grain Dealers Journal, Chicago, Ill.

125 BBL. MILL for sale in southwestern part of Minn.; good hard wheat country; good farmers trade. Address Mt. Box 3, Grain Dealers Journal, Chicago, Ill.

GOOD UP-TO-DATE 75 bbl. mill at Plymouth for sale. Steam power, sifter system, buckwheat, cornmeal and feed dep'ts. Saw mill, dwelling house, four acres of good land. Box 441, Plymouth, Mich.

BARGAIN—Southeastern Nebraska, 35 bbl. water-power, rolling mill, with dwellings, outbuildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R., Box 12, Grain Dealers Journal, Chicago, Ill.

NEW YORK STATE mill for sale. A 30 to 35 bbl. mill on wheat and 40 to 50 on buckwheat in one of the best locations in the state. 3 railroads and about 2,000 inhabitants; the only mill in the town. If I can sell in 30 days, can give satisfactory reasons for selling. For particulars, address N. Y., Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER wanted to join in starting elevator at good point in Indiana; or will sell stock in good business with 5 per cent guaranteed on stock. Address Wig, Box 3, Grain Dealers Journal, Chicago, Ill.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

SITUATIONS WANTED.

POSITION WANTED—As manager of elevator; all round experience, keep double entry books. Best of references. Address Fey, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of elevator or line of elevators; 18 years experience; keep double entry books; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION WANTED as supt. or foreman of an elevator; 8 years experience in elevator and grain business; A1 references. Address Par, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of Elevator. Have had 11 years successful experience buying grain and 25 years selling lumber. Address Grain, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION as traveling solicitor for grain firm or mgr. of eltr desired by experienced buyer and salesman, who is a judge of grain, seeds and hay. Best references. Address D., Box 3, Grain Dealers Journal, Chicago, Ill.

WIDE AWAKE grain man open for management of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

75 Inquiries

Some advertise to

"KEEP NAME BEFORE PUBLIC"

Others for **RESULTS**

Those desiring **RESULTS** use

Grain Dealers Journal

WITNESSETH: We have received very satisfactory **RESULTS** from advertisement. We have had between 50 and 75 inquiries which resulted from *two insertions*.

Minnesota & Western Grain Co.
Minneapolis, Minn.

HELP WANTED.

WANTED—Good helper around elevator; prefer man who has had some experience. J. J. Grosenbaugh, Nema-ha, Ia.

WANTED—Experienced man to run eltr.; must furnish references and be able to make good. Address John, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—A man of experience to take charge of an elevator located in central Indiana. Good salary and a delightful little city in which to live. Write J. T. Detchon, New Richmond, Ind.

WANTED—A general superintendent for mill and elevator work, one who knows how to handle men, also second miller and flour packer. Address Idaho, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED AN EXPERIENCED man to take charge of an elevator in Michigan, one who is thoroughly familiar with the hay and bean business. Others need not apply. Saginaw Milling Co., Saginaw, Mich.

GOOD, SOBER and industrious man for general work around country elevator, wanted. One who has some knowledge of machinery preferred. Steady work to right party; in good town near Aurora. Address Ker, Box 1, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WELL IMPROVED farm for prompt sale. Address W. L. Prescott, Benkelman, Neb.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of R. H. McDonald, formerly of R. H. McDonald & Co., of New Orleans, La. Address F. M. Alter, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Capital to interest itself in largest flour mill in world to export flour to Orient from this great port, at mouth of Columbia River. Write Chamber of Commerce, room 690, Astoria, Oregon.

WANTED—A suitable reward will be offered to any one giving information relative to the whereabouts of West Hamilton, born in Dallas, Tex., and later moved with his mother to Columbus, Ohio, and left there about fifteen years ago. W. J. Hamilton, Columbus, Ohio.

CROP TECHNOLOGISTS wanted. The United States Civil Service Commission announces an examination on Sept. 9, 1907, to secure eligibles from which to fill vacancies in the position of assistant crop technologist, at salaries ranging from \$1,500 to \$2,000 per annum, and of crop technologist, at salaries ranging from \$2,000 to \$3,000 per annum, depending upon the training and experience shown. Applicants will not be assembled for any of the tests. Applicants should, at once, apply to the United States Civil Service Commission, Washington, D. C., for application Form 304 and special form.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

9 H. P. OTTO, 9 h. p. and 6 h. p. Columbia gasoline; guaranteed to be almost as good as new. Bargains. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

FOR SALE—1 35 h. p. Charter Gasoline engine. Good as new; used about 7 months. Address D. Box 2, Grain Dealers Journal, Chicago, Ill.

STATIONARY GAS ENGINE, about 30 h.p. for sale; suitable for elevator use. Weight six tons. J. H. Allen & Co., St. Paul, Minn.

FOR SALE—40 h.p. Foos gasoline engine in fine condition. Have replaced with 75 h.p. For full information, address Dadmun Bros., Whitewater, Wis.

FOR SALE—Ten 2 h. p. Fairbanks-Morse gasoline engines, practically new; also five 2 h. p. International gasoline engines. Address J. C. Mire Implement Co., Ltd., New Orleans, La.

SECONDHAND CORLISS engine for sale. A Vilter 16" x 42" left hand Girder Bed 125 to 200 h. p., 12 ft. wheel; excellent condition; now in operation. Harris Machinery Co., Minneapolis, Minn.

GASOLINE ENGINES for sale. 15, 20 and 25 h. p. gas or gasoline, slightly used and as good for use as new; re-filled and tested before leaving shop; and prices that will move them. G. W. Alcock, Chanute, Kans.

GAS ENGINES FOR SALE—

28-H.P. Fairbanks Morse.

40-H.P. Lambert.

35-H.P. Foos.

16-H.P. Fairbanks Morse.

12-H.P. Fairbanks Morse.

8-H.P. Fairbanks Morse.

7-H.P. Webster.

5-H.P. Webster.

18-H.P. Olds.

Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND HAND GASOLINE ENGINES. 1-1/2 HP Webster gasoline engine complete, with water tank, jump spark and hot tube, \$65. 1-2 HP Webster gasoline engine complete, with water tank as good as new, electric spark and tube, \$90. 1-3 HP Lambert horizontal engine, electric spark and torch, as good as new, \$110. 1-4 HP Dayton engine, vertical, \$75. 1-4 HP Foos engine, as good as new, \$110. 1-5 HP Foos engine, \$125. 1 O. S. Kelley 5 HP engine, used 6 months, \$100. 1 44 HP Howe engine, used two years, \$800. 1 65 HP Weber Vertical cylinder, with up-to-date gas producer, as good as new, used less than two years, \$1,700. Allen P. Ely & Co., Omaha, Neb.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

ENGINES AND BOILERS FOR SALE

FOR SALE, ENGINES & BOILERS. BOILERS.

4-72x18 Horizontal Tubular, High Pressure. 1-84x18 Horizontal Tubular, Standard. 1-78x16 Horizontal Tubular, Standard. 1-72x18 Horizontal Tubular, Standard. 5-72x16 Horizontal Tubular, Standard. 1-66x16 Horizontal Tubular, high pressure.

1-60x16 6 in. Riveted Flue, Standard. 3-60x16 Horizontal Tubular, Standard. Sixty others, all styles and sizes.

ENGINES.

20x48 Wheelock.

18x42 Hamilton.

18x36 Wright.

16x32 Buckeye.

18x26 H. S. & G.

16x26 Brownell.

14x20 Atlas.

14x14 Vertical.

Forty others, all sizes and styles.

Also pumps, heaters, tanks, saw mills and general machinery. Send us specifications of your wants. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

MISCELLANEOUS FOR SALE.

SCALE WEIGHTS 50 lb. for sale. Inquire of H. W. Stevens, Lawler, Ia.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest; we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

FINE PAIR of bevel gears, cost \$85, good as new. Price \$40. Write for dimensions. Also 1 stand of 6x12 smooth roller mill, in fair condition, Barnard & Leas make. Price \$25. Rockwells Flour Mills, North Baltimore, O.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

FOR SALE CHEAP.

1 No. 5 Eureka Separator.

4 Boss Car Loaders.

2 12-in. Cast Iron Turn Heads.

1 14-in. Cast Iron Turn Head.

1 No. 2 Western Corn Sheller.

1 Marseilles Combination Sheller and Cleaner, 600 bu. capacity. Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

MACHINES FOR SALE.

FOR SALE—3 Richmond Round Reels 9x18. Good as new. Cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One Monitor No. 9 oat clipper. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

MONITOR GRAIN CLEANER No. 6 for sale cheap. Good condition. Farmers Co-operative Elevator Co., Valley City, N. D.

FOR SALE—1 No. 10 Clipper Cleaner in good condition. 13 seives for small grains. \$50.00 takes it. Thompson Farmers Elevator Co., Thompson, N. Dak.

FOR SALE—complete sets of solid French burrs, iron husk frame; 1 set 40 in. 3 sets 46 in. All practically new; perfect condition. Carlyle Milling Co., Carlyle, Ill.

MONARCH BARGAIN LIST.

1 16-in. Foos scientific Attrition mill. 1 16-in. Monarch vertical burr mill. 1 18-in. N. & M. vertical burr mill. 1 22-in. Bradford under-runner corn mill.

I mounted O corn and cob crusher. Monarch Mill & Supply Co., Monadnock Block, Chicago, Ill.

MACHINERY FOR SALE—3 stands Barnard & Leas wheat rolls, 7x18, good as new; centrifugal reels; wheat purifiers; set large corn or wheat burrs; good steam engine and boiler, 40 h.p.; 1 power sheller; shaftings and pulleys, and a complete set of machinery for 35 bbl. roller mill. Will sell cheap or trade for land. T. S. Wilson, Spickard, Mo.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One Fairbank's hopper scale, capacity 60,000 lbs. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

SCALES FOR SALE.

One 50 ton capacity railroad track scale. Two 10 ton wagon scales. One 2 ton floor scales.

We will furnish all iron or metal parts for above only. Mueller Coal, Heavy Hauling & Transfer Co., 2520 Bismarck St., St. Louis, Mo.

MISCELLANEOUS WANTED.

WANTED—One No. 5 and one No. 6 or No. 7 Cyclone Dust Collectors. One platform scale 4,000 lbs. capacity suitable for hopper. A. S. Garman & Co., Akron, Ohio.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

SEEDS FOR SALE.

FOR SALE—New crop timothy seed. Send for samples and prices. A. D. Hayes, New London, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

GRAIN FOR SALE.

IF YOU have choice grain for sale, offer it in the "GRAIN FOR SALE" columns of the Grain Dealers Journal. Get inquiries, send out samples and sell to the best bidder. It will pay. Try it.

GRAIN WANTED.

CAR GOOD WHEAT screenings wanted. Pape & Loos, Quincy, Ill.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

WANTED—Shippers of grain, hay and mill feeds to quote. The Frank P. Levy Co., Merchandise Brokers, Pensacola, Fla.

SOUND, CLEAN Japanese buckwheat wanted; carlots or less. Theo. P. Huffman & Co., 648 W. 34th St., New York, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C. M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WE ARE in the market for mixed grain, wheat and oats. Please send us samples of any of this mixture you may have, also give us your Philadelphia rate, and we will make you bids on same, f. o. b. your station. G. O. Cruikshank, Leipsic, Ohio.

OAT HULLS WANTED.

OAT HULLS wanted. Address Can-
telou Bros., Montgomery, Ala.

FEED FOR SALE.

GROUND CORN and chop fed for sale in carlots. Prompt shipment. Write for samples and prices. Dodge Bros., Council Bluffs, Ia.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

HAY FOR SALE.

HAY TO OFFER—Any quantity of South Texas Hay. Write for samples; quick shipments. E. S. Dixon, Wholesale Hay, Houston, Tex.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Buckwheat, millet, timothy, clovers, pop-corn, mustard. Submit samples. J. Oliver Johnson, Chicago, Ill.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN

Toledo, - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER
72 Pearl Street, BUFFALO, N. Y.

HAY WANTED.

BALED HAY wanted. W. H. Gale, Galewood, Mt. Clare P. O., Chicago.

RYE STRAW No. 1 and medium hay, also oat straw for sale. G. E. Ward, Ravana, N. Y.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92, Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

HAY AND STRAW of all descriptions wanted. We will either buy outright or handle on the usual rates of commission. R. F. Worley & Co., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

FRANK MARSHALL

253 LA SALLE STREET

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THE ALBERT DICKINSON CO.

Clovers
Timothy
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Peas, Beans, Bags, etc.
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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator

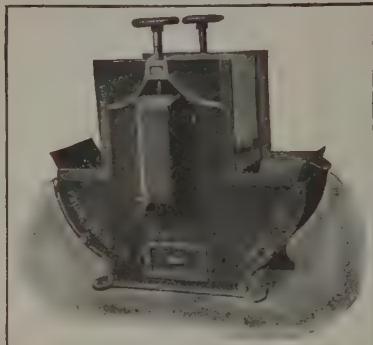
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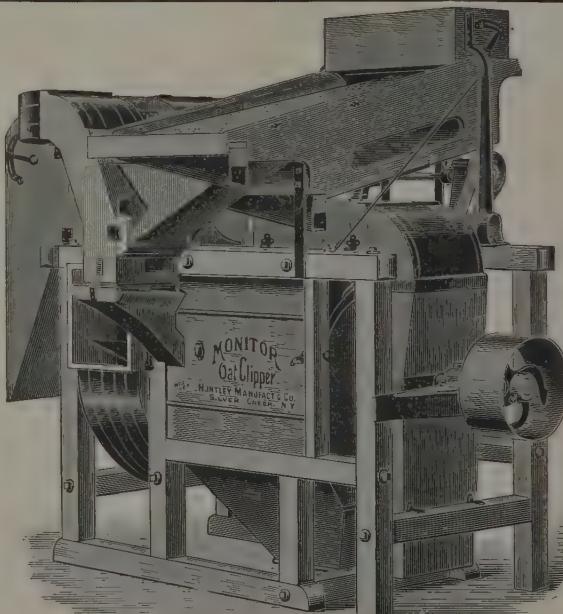
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In Buying an Oat Clipper

Be sure you investigate the merits of the MONITOR for there are certain features of this machine which places it in the class in advance of any other machine of its type.

Our Special Folder detailing descriptive features of this machine will be gladly sent to anyone desiring the best Oat Clipper.

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Berger-Carter Co., Pacific Coast Agents.
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S. J. McTiernan, St. Louis, Agent, Terminal Hotel.



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The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., AUGUST 10, 1907.

I. WILL C U at Cincinnati Oct. 2-3.

WHAT IS the required test weight of No. 2 wheat in your locality? Can you afford to accept any which tests less than 59 lbs.?

ARE you arranging to meet your friends in the trade at the Cincinnati meeting of the National Ass'n Oct. 2-3? If so, tell us.

COUNTRY elevator men who give away their storage room would treat with contempt a suggestion that they give away their money.

CORN is still so backward much of it may not mature in time to escape Jack Frost and then the dealers will have another bad crop to handle.

AUDITORS are investigating the accounts of the Illinois State Grain Inspection Dept. at East St. Louis and the grain trade must foot the bills.

HAVE you laid in a supply of strong, well made car doors to help you to escape shortages in your shipments? Lumber is becoming so expensive carriers may be expected to supply cull stock.

ELEVATOR men who are compelled to buy gasoline from the Standard Oil Co. at any price it desires will sympathize most heartily with it in its efforts to escape that \$29,240,000 fine. Watch them weep.

BUCKET SHOPS, the poor things, are becoming fewer and fewer, and the time is not far distant when states having good laws will be absolutely free of the pests.

THE EXHAUST pipe of your gasoline engine shud not be turned against the side of your elevator, lest, as was the case at Lake Crystal, Minn., recently, it set fire to the house.

SMUTTY wheat cannot be expected to improve the quality of the best wheat grown, and buyers who cannot resist the temptation to mix it should in the interest of their own profits mix it with wheat of its own kind.

FREIGHT claims written with a pencil on cheap scratch paper will not be given a favorable reception by any railroad claim department. Formality, clearness, conciseness have much weight with the average claim agent.

IF A CONTRACT is worth making, surely it is proper to place it in writing. Then only will each have a clear understanding of what is intended by the other. All sales by country elevator men are placed in writing, why not all their purchases?

SHORT SELLERS of oats must remember among other things that Texas, Oklahoma and Indian Territory will ship in oats to meet the home demand and the Southeast which generally goes to the Southwest for its oats must come North for its supply.

BAG LENDING has also been discontinued by grain dealers of Nashua, N. H., and in the vicinity of Taneytown, Md. If those who sell grain can stop furnishing the wrapper, then surely western shippers can stop the burdensome practice also.

WHEAT BUYERS of southern Indiana not having their elevators equipped with modern driers were compelled recently to refuse to accept any more wheat, because all that was coming to market was so damp that it could not be stored with safety.

DOCKING receipts to allow for future shrinkage is still a live practice in some markets, because the shippers to those markets have not spunk enuf to refuse to tolerate the steal. However, the discriminating shippers are so numerous the abuse cannot live long.

GRAIN ELEVATOR men in the vicinity of St. Joseph, Ill., have decided not to accept any more farmers' grain for storage, even tho farmers offer to pay $\frac{1}{2}$ per bushel. Few elevator men have sufficient capacity to conduct a grain storage business with profit. Generally, storing interferes with dealer's own business, and handicaps him at a time when storage room is very valuable.

"DESTINATION weights" are too indefinite for any sane dealer to do business on. Shippers' weights are far more reliable than the weights obtained on the apothecary balances used by interior feed dealers. Where possible insist upon transfer and weighing in transit.

SO MANY sharks have been forced out of the bucket-shop business by recent legislation a few may drift into the "grain commission business," but shippers who confine their dealings in central markets to members of the organized exchanges will have nothing to fear.

TRACK bids which specify that "Grain missing grade shall be applied on contract at market difference day of unloading" should be passed. Why should the shipper be required to guarantee the grade of grain during the long delay between inspection track and elevator?

A PITTSBURG school teacher lived a week recently under twenty-five tons of Ohio hay, but finally was prompted by intense thirst to burrow her way out. Judging from reports emanating from Marion, O., hay in that neighborhood hereafter will be used principally as a thirst developer.

COUNTRY elevator men who grade their purchases as closely as their sales are graded in the terminal markets will secure more satisfactory returns from their shipments by reason of their experience in grading. The buyer who accepts husks, stalks and rotten ears as corn is paving the way to heavy losses.

THE PUBLICITY man of the American Society of Equity had a meeting with himself last week and the Associated Press reports that the Board of Directors decided that wheat must be held for \$1.25 per bushel. Members will now be expected to contribute some more dues to pay the traveling expenses of the Board (?).

LANDLORD lien laws which make grain dealers work free as debt collectors are not to be found on as many statute books as formerly, but in a few states where the grain dealers have not been alert they are still required by the old laws drafted by and in the interest of the landlords to collect landlords rent or in case tenant neglects to do it, pay the rent themselves.

CLEAN surroundings or a stone foundation extending five feet above the ground will materially reduce the fire hazard. An Indian Territory elevator was burned recently as the result of sparks from a locomotive setting fire to corn husks. Is the ground about your elevator covered with rubbish? Is fire insurance against this hazard cheaper than keeping your property clean?

SPECIAL U. S. Agent Benton at Amsterdam is the latest contributor to political literature in behalf of federal inspection. The foreign agents of the pap party promotion gang are spreading the smallest item obtainable. The politicians seem to be working together to mould public sentiment in favor of taxing the grain trade for the benefit of machine workers. The question, Does the Grain Trade Want Federal Inspection? merits a prominent place on the Cincinnati program.

OATS mixed with wheat will be sharply discriminated against by the grain buyers of Northeastern Indiana hereafter, as they should be by dealers everywhere. At a meeting of dealers in Fort Wayne, this week, it was decided to accept such oats at a discount of five cents under the price of No. 3 white oats, if at all. It is possible for farmers to stop growing the mixture and the five cent penalty should be sufficient to prompt them to find a quick way to prevent mixing.

ADVANCING money to farmers on grain they expect to market is still indulged by a few grain dealers who desire to deprive the banker of the money lenders profit and others who are anxious to take chances on getting the farmers' grain or losing the money, but many dealers now refuse to prejudice possible business by advancing money. If you must advance money give it out by check and write on the face of check a full explanation of what it is for. The recipient's endorsement will complete the agreement.

THRESHER'S lien is one of the latest forms of grief which it behooves the grain buyer to look out for. A South Dakota thresher who was not paid for his services sued the elevator man and the miller who bot the wheat for the amount of his bill, and altho they fought the case bitterly every court decided against them. The success of the South Dakota thresher will encourage other threshers to collect their bills of the grain buyers and especially of those dealers who buy grain before it is threshed without specifying in contract that grain must be delivered free of all liens.

MUCH winter wheat is so badly shriveled and poor quality some dealers have for self-protection decided to grade it more closely in hope of escaping a loss. At a meeting of the Northeastern Indiana Grain Dealers Ass'n recently it was decided to accept wheat testing 59 lbs. at the ruling market price, but to pay one cent under the market for wheat testing only 58 lbs. Any wheat testing under 58 lbs. to be accepted only at a further reduction of two cents in the price for every pound less than 58 the grain tests. Shippers will suffer more of a cut in the price than they contemplate making when the light stuff they buy gets to the terminal markets. Light weight grain and chaff may pass for No. 2 at some country points but never in an organized market.

KEROSENE is destined to displace gasoline as fuel for heat engines, because the Standard Oil Co. is co-operating with gas engine manufacturers to that end. Grain dealers will profit by it because kerosene is cheaper than gasoline, and danger from fire and explosion is largely reduced. The project is now beyond the experimental stage and dealers wishing to reduce fuel bill will investigate the merits of the new system and cost of substitution.

BUFFALO Corn Exchange has administered a death blow to the reinspection of grain any time it may suit the convenience of buyer and carrier. Henceforth grain must be reinspected within forty-eight hours if at all. The privilege of reinspecting grain whenever car arrives at terminal elevator has been abused so persistently by many buyers, shippers can no longer afford to take chances by selling in markets lacking reasonable regulation of reinspection.

ERADICATING weeds by means of chemical sprays has proved very successful wherever tried, but the farmers seem unwilling to adopt this means of securing cleaner and more valuable grain, probably because so many grain buyers will pay grain prices for mustard seed or any other worthless weed. By spraying with a chemical solution mustard, rag weed, Canada thistle and other pests can be killed or blighted and the grain left in undisputed possession of the field. The increased yield will more than offset the cost of spraying.

THE GRAIN TRADE will be more seriously effected by the strike of the telegraphers than any other business in the Central States, and if the long distance telephone operators also join the strikers as now threatened, grain dealers will experience much difficulty in following the trend of the central markets. Until the strike is settled or means of communication are improved, it will be advisable for country grain buyers to work on a wider margin of profits to protect their business against unknown decline in market prices.

THE BASIS of settlement of any fire loss on grain is fixed by a new form adopted in the Northwest which provides that settlement of any loss shall be based on the value of grain of like grade on day of loss at central market specified less freight to that market. In case of loss between the opening and closing of the market the closing price of preceding day shall govern. The closing price on the preceding day, the preceding month or one year before have little to do with the market value day of fire. The mean price day of fire would seem to be the only true measure of its market value.

SECRECY in the compounding of stock foods will end with the enforcement of the new feeding stuffs laws in several states, and those manufacturers who have been imposing upon the credulous farmer are beginning to squirm. One well known stock food company, which has applied to the federal courts of two states, for injunctions to restrain the enforcement of the feed laws, admits that its business will be ruined if the ingredients of the stock food are made public. The Kansas judge last Wednesday decided in favor of the cow; and it is expected the South Dakota court will hold the injury to the manufacturer's private business of less moment than the protection of the feeder's pocket-book.

THE NATIONAL Traffic League will meet in Chicago Aug. 25 for the purpose of formulating a number of questions regarding interstate commerce to be submitted to the Interstate Commerce Commission. A strong effort is to be made to secure for shippers the right to route freight thru to destination. Under a recent ruling of the Interstate Commerce Commission, the railroads have been given the right to publish notices in their thru tariffs that the "initial road reserves the right to route the freight beyond its own lines."

RECIPROCAL DEMURRAGE A FACT.

Minnesota's Reciprocal Demurrage Law went into effect July 1st, and this week one Minneapolis grain shipper whose car was delayed in transit three days in excess of the time allowed by law, collected \$3 demurrage from the railroad company.

The principal benefits so far resulting from the law are that the railroad companies have greatly reformed their methods of handling cars so that a marked improvement in the service is noticeable. New tracks are being laid, more rolling stock is being provided and locomotives are not worked to the full pulling capacity, with the result that trains make better time and grain is delivered more promptly.

The hope of the shipping public is a Federal Reciprocal Demurrage Law, but inasmuch as shippers are not now suffering for want of cars, it will be difficult to induce them to inaugurate any persistent campaign for such legislation, altho all recognize the need of it. The Minnesota experiment will be watched with interest by grain shippers everywhere, altho most of the grain shipments of the country are of an interstate character. The practical workings of the Minnesota law will at least give an index of what may be expected from a Federal Reciprocal Demurrage Law.

THE LIGHTNING HAZARD.

Mutual insurance companies, as well as owners of grain elevators and flour mills are giving more attention than ever to the lightning hazard and judging from recent experiences it is time steps were taken to overcome this danger. On Aug. 1 the elevator of G. M. Malsberger at Darlington, Ind., was struck by lightning and completely destroyed.

It is claimed by scientists who have made a special study of the lightning hazard that it will not strike a building covered with metal roof and siding if the metal connects with the ground. Should any reader learn of an elevator so covered being struck by lightning we would be pleased to have a full statement of the facts by early mail.

During July the Grain Dealers National Fire Ins. Co. suffered six losses, ranging from \$5 to \$75 on elevators which were struck by lightning and not one of the six had iron roof and metal siding. The elevators struck were as follows:

J. V. Shaughnessy & Co., Cornell, Ill., July 11th.

W. C. Calhoun, Joy Prairie, Ill., July 18th.

Martin Kennedy, Creston, Ill., July 21st.

Abraham & Schultz Co., Wentworth, S. D., July 24th.

Jackson Grain Co., Eldridge, Ia., July 25th.

Bader & Co., Astoria, Ill., July 25th.

Comparatively few of the elevators struck by lightning in daytime are

burned as the flames are extinguished in their incipiency. If the lightning hazard can be overcome thru the proper installation of lightning rods or conductors and we have no reason to believe it cannot, the insurance companies must soon make an extra charge for buildings not so equipped. All the mutual companies are much interested in the subject and each is making observations, so some intelligent action is likely to be taken by them in the near future.

THE LEGAL RATE.

The only legal rate of freight for interstate commerce is the rate published in the carrier's schedule and filed with the Interstate Commerce Commission. The law so specifies and the courts have sustained the law. The Interstate Commerce Commission has now issued a decision which goes one step farther in that it places the burden of knowing what the legal rate is upon the shipper.

The railroads are also taking this view of what constitutes the legal rate and are searching their books to find shipments which have been transported at less than the legal rate. Where such violations of law are discovered, the shippers are requested to make good the deficiency, and in case they neglect to do this, suit is brot to collect the balance due. Hence it behoves every grain shipper to study carefully the freight schedules and to insist upon receiving a copy of every schedule issued.

It might be well for shippers to impress upon the Interstate Commerce Commission the difficulty of deciphering exactly what is meant by the schedules filed by frequently asking for its interpretation of what is the legal rate on specific shipments. The traffic schedules in force in the past have been so involved, complicated and contradictory as to confuse shippers, general freight agents and even the Interstate Commerce Commission's experts.

It is much safer to do business on a rate which is known to be the legal rate than to accept the station-agent's word for what is the rate.

CARRYING CHARGES.

A new development in the trade is the reappearance of heavy carrying charges on the distant deliveries compared with the nearer months.

At the close of the market to-day a purchase of September wheat and corresponding sale of the December future could have been made at $4\frac{1}{2}$ cents difference. The wheat bot at $87\frac{1}{4}$ cents could have been taken in on delivery some time in September and again delivered upon the sale of December at $91\frac{1}{4}$ cents. After deducting commissions, storage charges and insurance there remains a very handsome rate of interest upon the capital employed during the three months.

With wheat for May delivery commanding a premium of 10 cents over the near month an opportunity is presented the country shipper to turn his storage room to profitable account by keeping his bins filled and hedging by sales of May.

Carrying charges are the normal condition and for many years were relied upon by the operators of terminal elevators to earn handsome profits. The carrying charge assures the owner of elevator property a fair return on his investment and minimizes the evils of car-

scarcity, since shipments can be postponed with profit.

Shippers who have formed the habit of making present sales during the past few years, when carrying charges were non-existent, will profit by recognizing the changed conditions at the earliest moment.

Telegrafers Strike.

Telegraf unions which precipitated a general strike have made no official demands of the Western Union and Postal Telegraf Companies to date. Telegraf officials declare unions had "strike fever" and gave vent to it.

T. P. Cook, Gen'l Supt. Western Union, Chicago, says: "There is nothing to settle. The strikers have made no claims or submitted any grievance. It is simply a question of getting enough men to take their places. By Monday (Aug. 12), we will be able to handle all important business. We are increasing our force all the time. Twenty-five first class operators arrived in Chicago today (Aug. 10). We don't know where they came from (?) but they are here and more are coming. When the operators asked for a ten per cent increase the first of March it was given. This is a sympathetic strike."

W. I. Capen, Gen'l Supt. Postal Telegraf & Cable Co., says: "We are handling most all of the business that comes to our main office now, and our telegraphic force continues to grow. Everything was lovely before the Western Union operators voted ours out. Our men were simply voted out of a job without having a word to say about it. The question of reinstating strikers has not been discussed by us, but those who come to us like gentlemen will be treated as such. The strike fever is all over the country. It began in San Francisco and has finally reached us here."

Meanwhile, business must suffer. Many strikers will be distressed, too, while the coffers of the Telegraf Companies will become fuller than ever, for they have discontinued all "complimentary" offices in hotels and public places the country over, and have concentrated their force in the main offices, where messages can be handled by one-third the usual force at a greatly reduced cost to them.

Webb & Maury's Elevator at Memphis Burned.

Grain Dealers Journal: On the night of Aug. 6 Webb & Maury suffered the loss of their Riverside Warehouse and Elevator by fire. When discovered the flames had gained such headway that the roof was ready to fall in.

The Merchant Elevator owned by W. B. Mallory, and operated by Horton & Hall, had holes burned in the sides and roof, and was damaged by water. This elevator, however, is in operation, the machinery not being injured.

The loss of Webb & Maury is total or nearly so, on buildings, machinery and contents, as follows: buildings, \$20,000; machinery, \$12,000; stock, \$20,000; covered by insurance.

I was called here to appraise the buildings and loss. Two years ago the owners had me make complete plans of the plant, also list of machinery and all material. These papers now are invaluable, and will save many times their cost.—Yours truly, Fred Friedline, Memphis, Tenn.

Annual Meeting National Ass'n.

The eleventh annual meeting of the Grain Dealers National Ass'n, which will be held in Cincinnati, Oct. 2d and 3d, promises to draw out a large attendance because there will be no state or local meetings to attract dealers away from it.

In addition to the regular reports of officers, standing and special committees, the chairman and sec'y of the Uniform Grade Congress will be expected to report, and up to the present time the following addresses have been arranged for:

"The Solution of the Shortage Problem," by A. E. Schuyler, assistant weighmaster Chicago Board of Trade.

"Uniform Grading from the Exporters Point of View," Geo. F. Reed, Boston, Mass.

"Bills of Lading," Wm. Ingle, cashier of the Merchants' National Bank of Baltimore, and member of the bill of lading committee of the American Bankers' Association. (Mr. Ingle will discuss bills of lading with especial regard to the interests of the grain trade and the banks.)

"Some Business Problems," by Senator Joseph F. Foraker of Ohio.

"Rate Law," Hon. Martin A. Knapp, chairman Interstate Commerce Commission.

The Governor of Ohio, the mayor of Cincinnati, and the president of the Cincinnati Chamber of Commerce have been invited, and are expected to address the convention on its opening.

Notes on National Meeting.

The Chief Grain Inspectors should avail themselves of the opportunity to meet again during the annual meeting of the National Ass'n. Before the ass'n meets again they may be called upon to give way so as to make room for federal inspectors. The politicians must prey upon the grain trade, so as to get more places for machine workers.

The Cincinnati meeting would afford an excellent opportunity for another meeting of the Uniform Grade Congress. Maybe delegation of foreign buyers might then be induced to attend.

The National Ass'n Meeting.

Members of the trade who contemplate attending the eleventh annual meeting of the Grain Dealers National Ass'n in Cincinnati, O., Oct. 2-3, should send us their names that we may publish them on the Ass'n page between now and the meeting, and so notify friends and customers in the trade who may be induced thereby to attend in hope of meeting them. Let us hear from you if you intend to attend.

The following have already expressed a determination to be there:

E. M. Wayne, Delevan, Ill.
Edwin Beggs, Ashland, Ill.
J. C. Collins, Garrett, Ill.
A. R. Sawers, Chicago, Ill.
S. W. Strong, Pontiac, Ill.
H. I. Baldwin, Decatur, Ill.
A. E. Reynolds, Crawfordsville, Ind.
Tom Morrisson, Kokomo, Ind.
C. G. Egly, Berne, Ind.
E. M. Wasmuth, Roanoke, Ind.
J. D. Sale, Bluffton, Ind.
P. E. Goodrich, Winchester, Ind.
Fred Mayer, Toledo, O.
C. B. Jenkins, Marion, O.
J. W. McCord, Columbus, O.
H. S. Grimes, Portsmouth, O.
Will you be there?
If so, tell us,
And we will tell everybody else.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

PORT ARTHUR INSPECTION FEE?

Grain Dealers Journal: Will a reader of the Journal please state in "Asked and Answered" column what is charged for out and in-inspection of grain at Port Arthur, Tex., or is the grain inspected in? What are the annual receipts and shipments at Port Arthur, Tex.—T. F. Flood, Council Bluffs, Ia.

DAMAGES FOR DELAY IN TRANSIT.

Grain Dealers Journal: On the 25th of June, I consigned, via C. R. I. & P. R. R., a car of hay to Freeman Bros., Chicago; and that car never arrived in Chicago until the very last of July. Every one identified with the hay trade knows the market value of hay declined considerably during the month. Wud it be possible to collect damages for the loss suffered?—A. W. Swinton, Maynard, Ia.

Ans.: We feel certain that if you will present a formal claim showing the delay in transit and the lower price which you had to accept by reason of the delayed delivery, the Claim Agent of the Railroad Co. will pay the claim without controversy. A decision bearing on this case is published in "Supreme Court Decisions," this number.—Ed.

FUTURE GRAIN PRICES.

Grain Dealers Journal: What is the future supply of old wheat in the United States?

I am thinking of buying several thousand bus. and holding for higher prices. Are higher prices looked for; if so, what month and how high will it go?

I would like to know about oats and hay, too.—Hugh Ledford, Haley, Tenn.

Ans.: Since future grain prices depend principally on the weather it is necessary to forecast the weather to know when the trend is to be up or down. Hitherto no one has been able to predict the weather more than a few days in advance over any large area, consequently the attempt to forecast grain prices is vain.

Artificial control over prices is sometimes exercised by wealthy speculators for the rise, when the fluctuations of the market are as easy to guess as the vagaries of their minds. Such operations were carried on by Joe Leiter in wheat and are now being attempted by a plunger in oats. Hope of following their movements is illusive.

When a bull movement has progressed to the point where the great majority of speculators have bot and have no one but themselves to sell to, no matter how bullish the news, the markets invariably decline. At such a culmination the wise old shipper orders his commission merchant to sell his consignments to arrive, or accepts track bids or puts out hedges on grain in store or contracted, to be bot or filled as later may seem best.

Carrying charges in the winter wheat

markets are so heavy this year that the buyer will lose even tho the price advance 10 cents per bushel.

DOES STORED CORN ABSORB MOISTURE?

Grain Dealers Journal: Can corn stored in tanks absorb moisture and mould without heating? Even tho it does not mould, does it not lose grade thru the absorbing of moisture? Is it true that corn stored in tanks or bins can not absorb moisture from the outside air? Can it be that the apparent absorption is due to moisture within the grain coming to the surface? The opinions of experienced elevator men will be greatly appreciated.—F. E. G.

FORM FOR FILING CLAIMS WANTED.

Grain Dealers Journal: I have been using the following form for filing claims with railroads, but inasmuch as many of my claims are turned down, I think something must be lacking.

Grain Shippers Claim.
The Chicago & Northwestern Railway Co.
Chicago, Ill.

To Baxter Grain Co., Dr.

To loss of 2,470 lbs. of wheat between Foster, Nebr., and Chicago, at 90cts per bu.

On Jan. 9, 1907, we loaded 61,550 lbs. of wheat into car No. 7491, Initials C. & N.-W. Ry., at Foster, Nebr., and billed car to Chicago. Car doors were sealed with our private seals Nos. 171 and 172. Car windows were sealed with our private seals Nos. 173 and 174.

Car left Foster, Nebr., Jan. 17, 1907, arrived in Chicago, Feb. 14, 1907. Was graded No. 2 wheat on Feb. 14, 1907. Weight at shipping point, 61,500 lbs.; weight at Chicago, 59,080. Price received for grain delivered, 90cts per bushel.

Freight agent will please acknowledge receipt by advising claim No.

Attached hereto is original B/L, Freight Bill, Shipper's Invoice.

We hereby affirm that the above is a full and truthful statement of our loss.

Baxter Grain Co. Per H. M. B.

Foster, Nebr., May 29, 1907.

Any suggestions for the improvement of our form or method will be thankfully received.—F. & M. Co.

QUOTED RATE OR PRINTED TARIFF?

Grain Dealers Journal: I have been advised that a recent decision gave a grain shipper judgment against a railroad company, because local freight agent had quoted a rate lower than was provided in the printed tariff; but the tariff rate was collected at destination. Any information any reader of the Journal can give on this subject will be greatly appreciated.—Peter Van Leunen.

Ans.: The Supreme Court of the United States has decided the only legal rate to be the schedule rate, filed with the Interstate Commerce Commission; so that in interstate shipments, the legal rate only must obtain.

Carriers are now bringing suit against some shippers to collect deficiency in rate, due to error of agents in quoting and collecting lower than schedule rate. Shippers who have suffered thru errors of railroad agents shud be able to collect any overcharge above the schedule tariff without delay. Shud carrier refuse to settle, suit could be successfully waged for collection.

The foregoing, of course, does not apply to shipments of intra-state character, as the federal laws do not control

commerce within a state. In "Supreme Court Decisions" this number, will be found a decision in a case of this character.—Ed.

MEASUREMENT OF CORN IN EAR AND SHELLLED?

Grain Dealers Journal: What is the method of ascertaining the correct measure and consequent value of corn in the ear? How many bus. of ears to the cubic foot of space? With old and dry corn, new corn partially dried, and just as gathered in the field? What difference should be allowed if corn is in the shuck? What allowance is to be made for heaped and struck bushel? Will readers of the Journal please state their methods of figuring ear corn in "Asked-Answered" column?—S. S. Castwood, Louisville, Ky.

HAS 68-LB. LAW BEEN TESTED?

Grain Dealers Journal: I understand the grain buyers of Ohio, Indiana and Kentucky ignore the state laws making 68 lbs. of ear corn a bushel after Dec. 1 of each year. I believe those who buy by the hundred weight minimize their profits. Do those who buy in units of 70 lbs. bid for grain by the bushel or simply bid the market for 70 lbs. of ear corn?

Has the 70-lb. ear corn law been tested in the courts of either of the three states? Has the law been enforced or any attempt made to prosecute grain buyers ignoring it? The titles of any decisive cases will be greatly appreciated by all Minnesota buyers.—A. R. F.

TITLE OF DEMURRAGE CASE WANTED.

Grain Dealers Journal: In your issue of Feb. 25, 1907 volume XVIII, number 4, page 251, we find the following reference to a decision of the Supreme Court of New Jersey, viz.:

"One dollar per day demurrage was declared unreasonable recently by Judge Heisley of the Supreme Court of New Jersey, in the suit by the Erie Railroad against a lumber company for \$200. Defendant showed that the railroads (then) paid only 20 cents per day to other companies for cars; and the railroad showed that cars earned \$2.84 each day when utilized to fullest capacity. The decision is a defeat for the 21 roads composing the car service ass'n of New York and New Jersey."

We have been unable to find this case in the reports contained in our State library, and would appreciate it if you would furnish us with the style of the case and the report in which it was published. Yours truly, Moore, Smith & Moore, Little Rock, Ark.

Imports and Exports of Beans.

Beans and dried peas amounting to 395,370 bus. were imported into the United States during the 11 months prior to June 1, 1907; compared with 445,150 bus. for the corresponding period of 1905-06.

Exports of beans and dried peas amounted to 403,930 bus. of domestic and 58,773 bus. of foreign origin, during the 11 months prior to June 1, 1907; against 425,934 bus. of domestic and 40,112 bus. of foreign origin for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now!]

THE OBSTINATE FARMER.

Grain Dealers Journal: We bought 125 sacks of low-grade wheat from a farmer nearly two years ago. About five months later his son called on us for the sacks, which, upon investigation, we found had never been returned to him. We promptly gave him 125 sacks, and immediately entered the following memorandum (in ink) in our receiving book: "125 sacks given to Mr. John Blank, March 21, 1900."

Imagine our surprise when one day about two weeks ago the farmer referred to called at our office for his 125 wheat sacks. We had almost forgotten the matter, but we turned to the record of his wheat and showed him the memorandum. What did he do? He emphatically declared that he had never received the sacks, and said that his son (to whom we gave them) would take oath that they had not been delivered to him.

Every one connected with this transaction is thoroughly reliable, but this incident goes to show how "dod-gasted" obstinate and unreasonable some farmers are.

No! The matter is still unsettled.—Kentucky Grain Dealer.

METHOD OF CONNECTING GASOLINE AND KEROSENE TANKS TO ENGINE.

Grain Dealers Journal: Herewith find a very good drawing of the method of connecting both gasoline and kerosene tanks up to a gasoline engine, when same is fed by gravity.

The North American Novelty Co. of Minneapolis runs its 9 h. p. Fairbanks-Morse Engine on gasoline for about 15 minutes each morning, but as soon as cylinder is warmed up kerosene is used.—Yours resp., Edwin Beggs, Ashland, Ill.

KANSAS INSPECTION RULES PRACTICALLY UNCHANGED.

Grain Dealers Journal: The Grain Grading Commission of Kansas met July 25 pursuant to a call, and after listening to thirty-five or forty parties interested, consisting of quite a number of millers, a few grain dealers and a good many Farmers Elevator men, the board practically re-adopted last year's rules. The only changes that were made was that number 3 macaroni wheat was changed from 56 to 55 lbs. as the minimum, and in the corn rules they adopted the moisture test requirements that the Uniform Grade Congress adopted last month in Chicago for No. 2 corn. This was all the changes that were made. The new rules will be out in a few days.

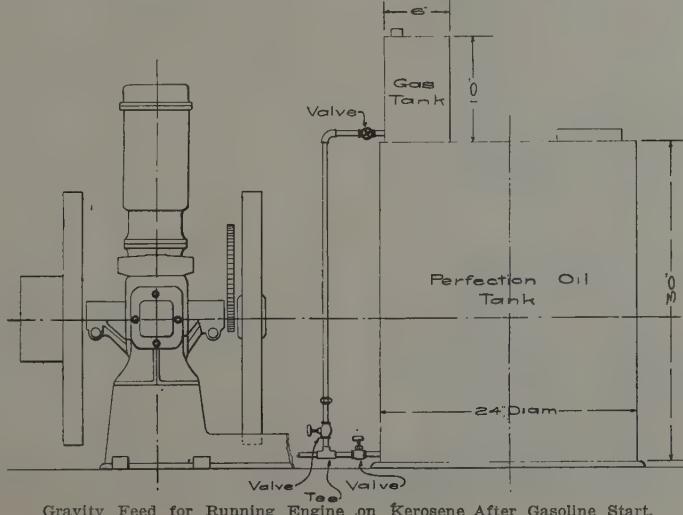
Just three points in the grading of wheat were contested. The Farmers Elevators wanted 57 lbs. to be graded as No. 2 wheat; they also wanted a grade of pure turkey wheat established. The millers wanted rye eliminated from No. 3 wheat.

The Commission turned down each of these requests, considering the first one too low a test for our hard wheat; considering the second one as being a difficult one to determine as to the shade of darkness which would classify it as turkey; and considering the third question of being sufficiently guarded by having it in number 2 wheat. The rule adopted last year on 2 wheat has had a wonderful result. So far this year all wheat received has been comparatively free from rye, and I am satisfied will steadily improve under present conditions. Yours truly, J. W. Radford, Chief Inspector, Kansas City, Kan.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets from July 1 to Aug. 10 have been 9,729,900 bus.; compared with 9,976,100 bus. for the corresponding period of 1906.

Receipts of corn at the leading primary market since the beginning of the present crop year have been 10,491,600 bus.; against 6,992,700 bus. for the corresponding time last year.



Gravity Feed for Running Engine on Kerosene After Gasoline Start.

Kerosene vs. Gasoline for Fuel.

The conversion of kerosene into energy thru the medium of a gas engine is of particular interest to grain dealers, because kerosene is cheaper than gasoline and is said to develop more power and requires less fuel to do so. It is unquestionable that kerosene is the cheaper of the two fuels, for prices are known, but that it will develop more power from less fuel is not so well known. The statement, however, may be verified by many gas engine operators; among others being P. C. Crenshaw, in charge of the fuel oil department of the Standard Oil Co., Chicago.

It was the Standard Oil Co. that inaugurated the substitution of kerosene for gasoline as fuel for gas engines. Those who know something of Standard Oil methods are aware it is continually experimenting to devise means to get rid of its surplus products. It has found that over 200 useful products may be manufactured from crude oil, so the main problem is how to dispose of them.

When the demand for gasoline became greater than the supply, and the company became overstocked with kerosene it immediately began thru its laboratory to experiment with it to discover more uses for it, at the same time endeavoring to discover means of its substitution for the fuel which was short. It is probably well known that in any crude oil no matter what the gravity, there is only a certain amount of each of the fuels just as there is a limited sum of bran and shorts in wheat. After the chemists had satisfied the company that kerosene could be used in gas engines for fuel manufacturers were consulted with, and probably its definite substitution has been started.

The accompanying illustration shows a very successful method of piping to an engine in order to substitute kerosene for gasoline. Two gravity oil tanks, the gasoline above the kerosene are connected with the cylinder by ordinary gas pipe and valves. The gasoline pipe is joined to the kerosene pipe by a tee. It will be noted by thus piping from the tanks, gasoline may be used to start the engine, then turned off as soon as enough heat has been generated to insure combustion, and kerosene turned on. This simple system insures high mechanical efficiency.

Notwithstanding the fact that kerosene is being successfully used in several hundred engines for fuel the Standard Oil Co. will not guarantee it to give satisfaction, for such must depend in a large measure upon engine, length of time it is run and other details of minor importance. For intermittent work kerosene is not a successful fuel—that is, where an engine is started up and shut down every ten or fifteen minutes. The engine must be run long enough to generate plenty of heat before kerosene will effectively run it. For constant use or where the engine is run any reasonable length of time it has never failed.

The gravity feed of gasoline has been taxed heavily by insurance companies because every time an overflow occurred the rising fumes placed all surrounding property in dire peril. Kerosene is not so dangerous, but it is doubtful if insurance companies will permit the gravity feed without charging for the extra hazard.

Telegrafers have the strike fever and it will have to burn itself out.

Crop Reports.

Canada.

Winnipeg, Man.—Harvest cannot begin until early in September and there are fears of frost, with trade none too good.—C.

Colorado.

Denver, Colo.—We had in a section of 640 acres of winter wheat about 30 miles east of here, which we had just finished cutting. This field of wheat will run from 30 to 40 bus to the acre, and we think will average 35. There is several fields of wheat in this vicinity which are even better than this, and we do not think that they will run under 20 bus. (This wheat is raised on what is called dry land; in other words non-irrigated, and as this class of land is selling around \$15 an acre, it is a very good proposition.) Our spring wheat is looking fine, but will not be ripe enough to cut for 2 or 3 weeks. Our reports from eastern Colorado at various places in regard to the growing crop is excellent, and we have been asked to locate at a number of stations which will ship from 50 to 150 acres of wheat this season. Colorado is coming to the front as a grain state.—The Phelps-Donahue Grain Co.

Illinois.

Clay City, Ill.—Wheat threshing is in full headway; yield is not meeting expectations of the farmers, in quality or quantity.—C. D. Duff.

Indiana.

Royal Center, Ind.—New wheat coming to market. Quality good.—W. G. Sweet.

Anderson, Ind.—Madison Co. wheat is rocky, full of chess, tests from 46 to 57 lbs. Corn is fine. Oats are fair, test 28 to 30 lbs.—J. L. Schalk.

Petersburg, Ind.—We have about half a crop of wheat. Corn is late but looks promising; think we will have a good average.—S. J. Haines, Eltr. Co.

New Richmond, Ind.—Threshing of wheat in full blast; yield not so good as was thought at first. Oats will yield 60 per cent of last year's crop. Corn prospect never was better.—A. W. Walls.

Iowa.

Guthrie Center, Ia.—Corn here is looking fine. Oats getting too much rain; some rust, liable to cut the yield.—A. G. Edmand.

New Sharon, Ia.—Oats crop is about 60 per cent; corn and hay good; considerable old corn in the country yet which will be moved as soon as the farmers get their hay up and grain cut which is about all done.—Wm. K. Neil.

Des Moines, Ia.—The small grain is going to be a decidedly short crop; and it depends on the weather as to the corn crop; if we don't have warm weather from

now on we will have a poor crop.—B. A. Lockwood.

Des Moines, Ia.—The percentage promise of crop yield per acre compared with last year is as follows: w. wheat, 91; spr. wheat, 90; corn, 83; oats, 80; rye, 93; barley, 92; flax, 96. The estimated total crop production of the state is as follows: w. wheat, 1,408,000; spr. wheat, 4,656,127; corn, 295,898,000; oats, 102,266,000; rye, 965,806; barley, 11,950,400; flaxseed, 173,728. The percentage comparison of total crop production with Aug. 1 estimate of last year based on 100: w. wheat, 90; spr. wheat, 83; corn, 76; oats, 72; rye, 88; barley, 91; flax, 86. Ninety-seven per cent of the marketable oats crop of last year and 88 per cent of the corn crop has left farmers' hands.—Geo. A. Wells, Secy C. D. Eltr. Ass'n.

Michigan.

Lansing, Mich.—In some sections of Michigan correspondents report wheat badly shrunk, but the quality will undoubtedly be a fair average. The average estimated yield per acre is 14 bus. The percentage of plowing done for wheat is 11. Oats in most sections of the state have been seriously damaged by the thrip, so the yield will be considerably below the average and the grain light in weight. Owing to the backward spring most of the oat crop will be harvested in August. The estimated average yield per acre in the state is 20 bus. The indications are that Michigan will produce her banner crop of beans this season. The condition of beans compared with an average per cent in the state is 91. Favorable weather caused corn to grow very rapidly during July so that much that was lost early in the season has been regained. Unless early frosts prevail, there will be a better crop than conditions indicated at time of planting and for some time after. The condition of corn as compared with an average is 80. The average yield of rice in the state is 14 bus. per acre.—Geo. A. Prescott, secy. of state.

Minnesota.

Northfield, Minn.—Crops are fine around here.—C. D. Orr.

Missouri.

Columbia, Mo.—Present condition of corn for state is 83; corn 18 days late; wheat, quality, 90, with 27 per cent threshed. Timothy quality 90, yield 1.3, acreage 95 per cent of last year; clover yield per acre 1.8; acreage compared with last year 99. July very favorable for growth of corn. High temperature and frequent showers have pushed corn forward rapidly. Wheat damaged by rain. Very little will grade No. 2 and most of it will be below grade; average yield will probably be 13.6 bu. per acre for the entire state. The estimated total yield of 25 to 30 millions of bushels for the entire state will probably be very good. Most of hay crop harvested in fine condition. Estimated yield is 1.3 ton per acre for entire state compared with only .93 of a ton a year ago.—Geo. B. Ellis, Secy of State.

Nebraska.

Berwyn, Neb.—Wheat average 20 bus. good quality. Oats 75 per cent of a full crop. Corn coming along nicely.—Miller & Wirt.

Jackson, Neb.—Harvest is in full swing. Crops are all very good, although some are crying blight and rust. Corn promises good, but late.—E. A. Bailey, agt., the Atlass Eltr. Co.

Murdoch, Neb.—We are having some hot dry weather here, and the corn is beginning to need rain, and if we do not get it we will have a howl about dry weather, and see corn go out. Our winter wheat is threshing out about 10 bus. to the acre from last year's crop; the quality is good. Oats no good, went down with rust; will be short crop in this locality.—J. T. Ridgeway, agt., the Lincoln Grain Co.

New York.

Buffalo, N. Y.—The state winter wheat crop is now about harvested and is as good as was expected, but the oat crop will be light, with very short straw.—J. C.

North Dakota.

Denbigh, N. D.—Crops are poor this year around this neighborhood.—North Dakota Realty & Investment Co.

Marion, N. D.—Crops in this part of North Dakota are fine. A good crop of everything is expected.—A. P. Rankins, agt., Powers Eltr. Co.

Ohio.

St. James, O.—Grain crops late, but equal to last year.—J. M. Quay & Sons.

Roxobell, O.—Our wheat is in extra good quality, and while not quite up to last year's yield it is generally above the farmers' expectations.—Willis McCafferty.

Columbus, O.—The wheat prospect for

the state as a whole now estimated at 80 per cent; compared with an average, a gain of one point over the estimate of July 1. This is far below the excellent prospect of one year ago, but, in computing the general average prospect for the state as a whole, consideration must be given the very low prospect reported from some of the northwestern counties, which tends to reduce the general average for the state. At this date last year there was marked uniformity in the percentage estimates on wheat—not a county in the state reporting the prospect at less than 90 per cent; while in this report the estimates range from 28 per cent in Auglaize county to 97 per cent in Madison county. The harvest has been unusually late, the report showing that in comparison with last year it has been retarded about two weeks. Where threshing has been completed the correspondents generally report the yield and quality of the grain as satisfactory. In many sections heavy rainfalls have followed cutting, and there is some complaint of damage to wheat in shock. Oats show a further decline from last month's estimate, the prospect being reported at 71 per cent. The past month was very favorable to growing corn and croat is greatly improved over one month ago. Quality of clover hay compared with an average is 78, timothy 91.—T. L. Calvert, Secy Board of Agric.

Oklahoma.

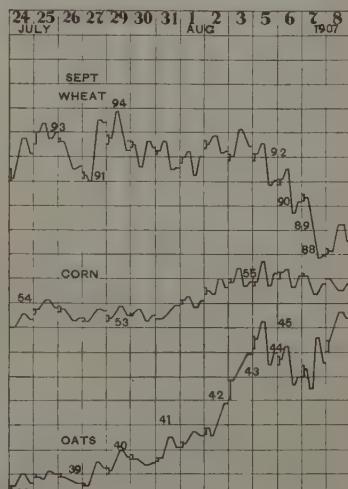
Enid, Okla.—From reports given by dealers at the quarterly meeting of the grain dealers of Oklahoma and Indian Territory, it is estimated that Oklahoma will harvest this season between 7,000,000 and 8,000,000 bus. of wheat, against 19,000,000 bus. last year. The growing corn crop is reported in a fine condition with rain needed in a week or 10 days. Our acreage of corn, figuring on a basis of 100 per cent last year is an increase of from 75 to 100 per cent. If we get moisture soon we will raise more than we ever dreamed of.—C. F. Prouty, Secy, Grain Dealers Ass'n. of Oklahoma and Indian Territories.

Wisconsin.

Madison, Wis.—The one crop that has caused the farmers anxiety, has been oats. Before heading, the foliage of the plant, from some cause—variously attributed to rust, green louse, or blight—turned dark and partially died. The seed stalk has since run up, and does not seem to share the disease earlier affecting the leaf. Undoubtedly the oat crop will be considerably shortened by this interference with the growth of the plant, but how extensively the next two weeks must determine. Corn has made a remarkable growth, and much of the crop is now tasseled. The color is good, and with a season as late as that of 1906, it is not

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to Aug. 9 are given on the chart herewith:



Not the Green Bug. No, but He Can Destroy a Wheat Crop Pretty Quick.—Minneapolis Journal.

unreasonable to expect an average corn crop in Wisconsin. Crop conditions are as follows: Winter wheat, 82; winter rye, 93; barley, 93½; oats, 72; buckwheat, 90; corn, 80; tame hay, 94.—John M. True, Secy., Wisconsin State Board of Agri.

Government Crop Report.

Washington, D. C., Aug. 9.—The crop estimating board of the Department of Agriculture reports the condition of oats on Aug. 1, to have been, with a single exception, the lowest on record. The condition was 75.6; against 81 July 1; 82.8 last year and a 10-year average of 84.9. The condition of oats in the thirteen leading oats states is given in the following table:

	Aug. 1, 1907.	July 1, 1907.	Aug. 1, 1906.	Aug. 1, 1905.	avg.
Iowa	80	88	86	94	88
Illinois	76	80	71	88	82
Wisconsin	73	90	93	94	90
Nebraska	80	86	78	87	83
Minnesota	81	88	90	96	89
Indiana	70	74	67	95	87
Ohio	74	79	77	91	82
Michigan	72	75	89	92	91
South Dakota	88	91	90	98	88
North Dakota	75	89	93	95	83
Pennsylvania	86	86	94	94	88
New York	83	88	89	96	91
Kansas	39	40	60	78	71

The low condition in Kansas is due to the devastation by the green bug during May and June; the losses in the condition of oats latterly having been greatest in Iowa, North Dakota, Wisconsin and Nebraska.

The proportion of the oat crop of last year still in the hands of farmers is estimated at 7.1 per cent, equivalent to 68,000,000 bus.; compared with 7.1 per cent of the crop of 1905. In farmers' hands one year ago, 6.2 per cent of the crop of 1904 in farmers' hands two years ago, and a ten-year average of 6.6 per cent.

Spring wheat showed a reduction in condition of 7.8 per cent during July, the percentage having been 79.4 on Aug. 1, against 87.2 on July 1; 86.9 a year ago; 89.2 two years ago; and a 10-year average of 83.4. The condition of spring wheat in the five leading states is given in the table following:

	Aug. 1, 1907.	July 1, 1907.	Aug. 1, 1906.	Aug. 1, 1905.	avg.
Minnesota	80	85	85	88	85
N. Dakota	72	88	88	91	82
S. Dakota	83	89	90	91	82
Iowa	85	89	92	88	84
Washington	98	95	75	95	89

Preliminary returns indicate a winter wheat crop of about 409,500,000 bus., or an average of 14.6 bus. per acre, compared with 16.7 bus. per acre last year, as finally estimated. This preliminary estimate of the yield of winter wheat and the estimated acreage on which it is based are subject to such revision and correction, when the final estimates of the Bureau are made next December. The average quality of winter wheat is 90.5.

Corn showed an improvement in condition during July, from 80.2 to 82.8; but is below the condition a year ago; 88; two years ago, 89; and the 10-year average of 83. As shown in the table below, Illinois gained 3 per cent, Missouri 4 per cent, Ohio 3 per cent and Nebraska 2 per cent.

	Aug. 1, 1907.	July 1, 1907.	Aug. 1, 1906.	Aug. 1, 1905.	avg.
Illinois	85	82	82	95	84
Iowa	78	78	95	89	85
Nebraska	82	80	84	90	83
Missouri	86	82	82	98	81
Texas	83	78	75	82	78
Georgia	90	89	92	87	87
Ohio	78	75	92	85	86
Kentucky	84	81	96	96	86
Tennessee	85	80	95	83	84
Alabama	87	80	92	84	84
North Carolina	90	83	91	86	88
Arkansas	70	79	97	80	83
Mississippi	77	75	92	71	80
Indian Ter.	87	85	92	90	90
Oklahoma	84	86	96	84	77
South. Carolina	92	86	86	75	82
South. Dakota	79	77	85	85	86
Virginia	83	79	95	95	89
Louisiana	75	73	83	69	84
Minnesota	75	70	85	86	85
Michigan	80	76	87	81	83
Wisconsin	78	77	89	86	86
Pennsylvania	77	73	95	94	89

The condition of rye is 88.9; against 90.5 last year.

Barley shows a condition of 84.5; compared with 90.3 last year.

Preliminary returns indicate the acreage of hay to be about 42,551,000 acres, or 0.2 per cent more than last year.

The acreage of buckwheat is about 778,000, which is 11,500 acres, or 1.5 per cent less than last year. The average condition of buckwheat on Aug. 1 was 91.9, as compared with 93.2 on Aug. 1, 1906, 92.6 on Aug. 1, 1905, and a ten-year average of 91.8.

Death of Theodore P. Baxter.

Since the organization of the National Ass'n some ten years ago, the cause of the ass'n work has spread to all sections of the trade. Much credit must be given to the pioneer workers who blazed the way for more intelligent effort in the years to follow. It is somewhat remarkable, tho' true, that death has removed but few of the early workers. The latest to pass to his final reward is Theodore P. Baxter, who was chairman of the first meeting in Chicago, called to organize the National Ass'n. Later Mr. Baxter served the ass'n as director, vice-president and finally at the Peoria meeting in 1902, he was elected president of the Grain Dealers National Ass'n.

During his long connection with the grain business in Illinois, he was an active worker in the state and local ass'n circles, and during the early days of the State Ass'n was its president. He also served the State Ass'n for a time in the capacity of secy.

Theodore P. Baxter was born in Ohio, but while he was still a child, his father, Dr. Baxter, moved to Newburg, Ill. Shortly after, Dr. Baxter moved to Forsyth, but lived only a short time after moving to Forsyth. Theodore began his life work with his life-time friend, H. C. Mowry, for whom he built cribs, loaded and unloaded cars, and helped as he was able. He soon wearied

of this work, and laid his plans to secure an education, as he told his employer, "I intend to be somebody."

In 1869 he qualified as a school teacher, and while in charge of his first school, he was offered a position as grain buyer at Forsyth for Day, Sprague & Co. of Providence, R. I. Two years later, he married Miss Lizzie Plank of Forsyth. He was then transferred by his employer to Taylorville, where he bought grain for that firm for a number of years.

Later, he organized the firm of Pratt-Baxter Grain Co., and added several outside stations before selling his line four years ago.

At Taylorville, he became one of the city's leading citizens, and as he had been in ass'n work, so he was in local affairs an active worker.

For a time, he was engaged in the grain commission business at St. Louis, but after selling his elevators, he engaged in the oil business making his headquarters at Chanute, Kan.

Mr. Baxter died at his home in Chanute, Aug. 3, 1907, as a result of appendicitis and gall stones. He was laid to rest at Taylorville, Ill., August 5. Few men have been better known in the grain trade, or more highly esteemed by their close acquaintances. He began at the bottom and in working his way up never forgot one who gave him a helping hand. He leaves a widow and one son—Chas. P. Baxter.



Theo. P. Baxter, deceased.

Southwestern Iowa Dealers Meet at Creston.

Sec'y Geo. A. Wells of the Iowa Grain Dealers Ass'n called a meeting of the southwestern Ia. grain dealers to be held in Creston, July 25. Altho only a few responded to the call the meeting which was informally held in the Summitt House was very interesting, and subjects of vital interest to the dealer were discussed.

The Pure Seed Law of Iowa; Use of Written Orders for Cars; Defining Terms of Extension of Contract, and Insurance, were involved in a general

F. Johnson, Fontanelle; S. B. Miller, Clearfield; S. E. Wainwright, Lenox; O. A. Talbott, Keokuk; H. W. Talbott, Osceola; E. G. Talbott, Browns Valley, Minn.

An advertisement on the front of a large building at St. Mary's, O., reads, "Board of Trade, Saloon and Restaurant." It is presumed from this that some people in Ohio like their rye wet, others prefer it baked with a slice of ham, while the grain dealer takes his as it comes from the threshing machine. This institution is evidently established for all three classes.

Lemp Brewing Co.'s New Elevator at St. Louis.

A grain elevator of beautiful design, handsome finish and yet high efficiency was recently completed for the Wm. J. Lemp Brewing Co. at St. Louis. It is built in connection with a malt and fermenting house, of reinforced concrete and tile construction, and is ornamented with terra cotta and copper trimmings.

The elevator consists of a steel frame working house, with immense distributing floor over the grain bins, and 18 tile tanks shown in illustration.

The working house is a steel frame building, enclosed with solid brick walls, 38x27 ft., and five stories high. It is set on a solid concrete foundation. A car awning 88x24 ft. joins the working house at one end and sets adjacent to the tanks.

The 18 tanks are each 25 ft. in diameter, and 92 ft. high. They are built on a reinforced concrete foundation, and so arranged that the interstices may be used for bins. The sides of the tanks are made of hollow tile covered with selected brick, anchored firmly to the tiling. The distributing floor above the tanks is steel framed, the floor and roof being of 3 in. brick tile. As will be noted in the illustration the whole plant is trimmed with terra cotta, giving it a very artistic appearance. All the flashing and metal trimmings are of copper.

The machinery consists of two dustless barley separators, with a capacity of 1,200 bu. per hour, four dust collectors, two Richardson Automatic Scales, 1,500 bu. capacity; three elevator legs, 130 feet high, each having a capacity of 3,000 bu. per hour.

All of the small bins, leg casings, spouting and such other material as might be affected by fire is made of heavy sheet steel.

The machinery is driven by independent electric motors. On the working floor there has been provided a switch



Distributing Floor of Lemp's Elevator, St. Louis, Mo.

discussion that lasted from 1:30 to 5:30 p. m.

Sec'y Wells especially emphasized the fact that the postal card bid if accepted, constitutes a contract, and that the law does not recognize any succeeding confirmation. Dealers therefore should see that the bid reads "price day of delivery" and not "day unloaded."

The testing of scales and kinds to be used was discussed. It was generally conceded that a cheap scale is the most expensive one to buy. Those reported as giving entire satisfaction were the Standard, manufactured by the Standard Scale & Supply Co., the Howe and the Fairbanks Scales.

Extracts from the new seed law were read and discussed. Not a few epithets were hurled at it by the grain dealers who handle seeds. The general opinion was that the law is unreasonable, because it works a hardship on the dealer in many ways. One firm represented, said that in order to evade the provisions of the law it had transferred its seed business to a branch office just across the Iowa line into Illinois and was forwarding all orders received at main office to the branch to be filled.

Wm. Daugherty representing Harris, Winthrop & Co., furnished cigars to burn.

Those present were: W. B. Allen, Conway; H. E. Gray, Kent; C. H. Harris, Bartlett; W. M. Hewitt, Lenox; W.



Receiving Shed and Sink of Lemp's Elevator, St. Louis, Mo.

that will shut down all of the machinery in the elevator in case of an emergency.

One illustration shows a car underneath the large steel awning ready to have barley dumped into conveyor by means of power shovels. Barley and malt is handled by different conveyors so there is no danger of its getting mixed in transit to bins.

The conveyor system in the elevator is connected with the malthouse and brewery thru a large tunnel. All screenings taken from exhaust fans are packed directly into sacks ready for disposal. The elevator is not only modern in construction, but is highly ornamented, thus making a very imposing structure. It was designed and built by Barnett &

Record. We are indebted to the *American Brewers Review* for cuts.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice imported into the United States for the 10 months prior to May 1, 1907, amounted to 175,675,688 lbs.; compared with 126,584,655 lbs. for the corresponding period of 1905-06.

Exports of rice, rice flour, rice meal and broken rice for the 10 months prior to May 1, 1907, have been 25,000,000 lbs. of domestic and 6,000,000 of foreign origin compared with 36,000,000 of domestic and 9,118,000 lbs. of foreign origin for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 140,403,000 lbs. was exported during the 11 months prior to June 1, 1907, against 179,285,000 lbs. for the corresponding period of 1905-06.

Corn oil amounting to 2,548,000 gallons, was exported during the 11 months prior to June 1, 1907, against 3,644,000 gallons, for the corresponding period of 1905-06.

Corn oil cake amounting to 1,247,800,000 lbs. was exported during the 11 months prior to June 1, 1907; compared with 1,081,200,000 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.



New Fire Proof Grain Elevator and Tile Tanks of the Wm. J. Lemp Brewing Co., at St. Louis, Mo.

The GRAIN DEALERS JOURNAL.

After Agreeing to Change in Contract Shipper Cannot Demand Enforcement of Original Provisions.

THE UNION GRAIN & HAY CO.,
of Cincinnati, Ohio

vs
DAN JOSEPH COMPANY,
of Columbus, Ga.

Before the ARBITRATION COMMITTEE
of the GRAIN DEALERS NATIONAL
ASS'N.

This is a case wherein the Union Grain & Hay Co. of Cincinnati, O., seek to recover from the Dan Joseph Company of Columbus, Ga., the sum of Five Hundred and Thirty-two Dollars for alleged loss sustained by reason of failure to observe certain contracts made during the month of August, 1904.

The papers in this case are quite voluminous and complete and all correspondence, both letters and telegrams, have been duly filed with the Committee.

It seems during the month of August, 1904, the Dan Joseph Co. purchased from the Union Grain & Hay Co. several cars of oats on Cincinnati weight and inspection, also two cars of No. 2 Red Wheat on Cincinnati weight and inspection. There is no dispute, so far as we have been able to observe, as to the terms of the contract. Confirmations were exchanged in which it was explicitly stated that the grain was bought on the terms above stated.

Evidence shows the grain was shipped and when it commenced to arrive in Columbus the defendant wired the plaintiff that the oats were badly mixed with barley, that they "could not use," etc. There is no evidence of inspection certificates having been furnished with the invoice, although the plaintiff contends the same were forwarded, as is usual, with the other papers. After the oats arrived and the defendant had objected to them on account of the grade, numerous telegrams and letters passed back and forth concerning the oats and on August 22, 1904, W. W. Granger, Manager for the plaintiff, wrote a letter to the defendant in which he made use of the following language:

"We shipped these oats to you in good faith and complied with our part of the agreement by furnishing you with an official inspection certificate in each case. That being so, we cannot believe that you would wilfully lay down on your part of the contract by refusing the stuff at a great expense to ourselves. Not only that, but because a few cars of your oats might have contained a little barley, that is no reason that all of our shipments should be condemned. We are much worried over your action in this matter, as we have been selling worlds of oats for the last month and could have let these cars run to others who would have been glad to accept them beyond any doubt whatever of a dispute. If you remember, we telegraphed or wrote you last week telling you if there was any doubt about you accepting officially inspected stuff that we were forwarding to you, that we would be perfectly willing to cancel the balance of your order, as we did not want to take any chances. When working on less than $\frac{1}{4}$ cent per bushel profit as in your case, gentlemen, you of course understand that we cannot afford to take chances. We hardly know what to say to you as regards these four cars which you have refused. According to our contract, we could compel you to take them, but we do not propose to use force for if you do not want to accept them on contract after we have lived up to our part of the agreement, by furnishing you official inspection certificates, as stated, we are not going to insist upon your doing it but are going to throw ourselves on your mercy and trust to your honor to treat us right."

Again, on August 24th, 1904, we find the plaintiff sent the following telegram to the defendant:

"Can't locate clutching cottage (referring to the number of a car). This is surely unfortunate transaction. We return drafts to Columbus. Please pay as cars arrive and . . . found alright others accept at reasonable discount and we will protect you. Trust to your friendship and honor, etc."

Again on August 24th, 1904, we find a letter written by the plaintiff to the defendant from which we take the following extracts:

"We note exchange of the many telegrams between us to-day, we could be telegraphing back and forth forever without satisfaction either to you or ourselves if we so desired, simply because you have your idea of the transaction and we have ours. As the oats have been shipped, however, and it is too late to recall them, we have decided to submit to your demands by permitting you to accept of them on your own judgment, trusting entirely to your honor that we be treated fairly. There is nothing else we can do. If we were to go to law in the matter, there is no question but what you would be in duty bound to accept these oats without causing us one cent expense, but as we wrote you Monday, we do not propose to let that feeling exist. We therefore just wired you asking that you pay our drafts as the goods arrive and are found to be alright. We know that all shipments to Eufaula, Columbia and many to Columbus did not contain a grain of barley. Under the circumstances, we suppose these oats will be accepted as per contract and our drafts paid in full."

Should you be in doubt as to our protecting you if you act honorably with us by taking these oats, please advise and we will furnish you security of some kind, if you so desire. We want to say to you, however, that we would not take the liberty of saying that we would protect you if we did not intend to do so. These oats that you do not feel disposed to accept on contract for reason of a mixture as you may claim, we will kindly ask that you get us out with as light discount as possible. If you personally saw the oats, you are in position to know that they are strictly nice and if in your estimation they are not No. 2, in quality, they surely are worth as much from a financial standpoint as they are as sweet as a nut and as sound as a dollar.

We are putting ourselves in your hands and trust to you for fair treatment. Please advise us from day to day as cars arrive, whether or not they are accepted on contract at contract price, and if not advise us what discount is made on each car.

As regards Mr. Bradley's demand of $2\frac{1}{2}$ cents per bushel on the five cars paid for, we will say that we think you will agree with us that this is too much, and we hope under the circumstances you will use your extreme efforts in trying to get a better settlement out of him, so long as we have consented to protect you. We surely think that 1¢ reduction on these five cars, considering their true quality to be very liberal indeed. Please advise."

Again, on August 25, 1904, we find the plaintiff wrote to the defendant a letter from which we extract the following:

"The Supt. of our Elevator "A" just sent us the official sample of car of oats No. 1087 L & N. which went forward to you at Eufaula on your order. We sent you a portion of it by this mail.—We know you will acknowledge they are not only No. 2 Mixed, but they are such as would grade Choice No. 2 Mixed Oats in any market. We do not think there is a question about your accepting such oats as these on your contract, and you will find very many of these oats we shipped you to be just as good, especially the oats that went to Eufaula and Columbia. Now, gentlemen, we are trusting to you to help us out of this unfortunate transaction by leaving this inspection entirely to you. Under the circumstances, we hope you will be able to dispose of those few cars that should not be accepted at contract price, so as to let us out with as little reduction as possible.—As we are trusting you, we hope you will not feel disposed to mistrust us, when we tell you that we will protect you, by paying any reasonable deduction you are compelled to make on any of our shipments, and that being the case, we trust you will protect our drafts as they are presented, and report to us each day as to what cars have arrived, and whether they are up to contract in your estimation or not, and if not, at what discount you propose to accept them, which action on your part will be highly appreciated."

We also find on August 27th, 1904, the plaintiff mailed to the defendant a draft

for \$153.10 in settlement of an allowance of $2\frac{1}{2}$ cents per bushel on six cars of oats which were sold to the firm of W. C. Bradley & Co. From the letter of above date we extract the following:

"This is surely hard on us, but we propose to do so in order to get matters cleaned up. We note that you say on the balance of his contract Mr. Bradley says he would not accept $3\frac{1}{2}$ cents per bushel. Please let us know what you mean by this, as we cannot allow him any $3\frac{1}{2}$ cents per bushel oats as we shipped, and if you are owing him any more oats for our account, we will kindly ask that you let us know how many you are still owing him and we will ship them direct from here. You then can dispose of the oats originally intended for him for our account, which we believe you can do at $\frac{1}{2}$ cent or less per bushel than the original price, as they are surely good oats, even though they do contain a few foreign grain."

Please watch our interests closely, gentlemen. We are acting honorably with you and we only ask the same treatment in return.

Hoping you will kindly advise us daily as to the disposition you are making of the property and trusting you will find that all cars in transit will meet with your approval on arrival so that there will be no discount made, we are, etc.

All the above correspondence relates to the shipment of oats, from which it is clearly shown that the plaintiff waived all rights under the terms of the original contract and virtually changed the terms of the contract from Cincinnati weight and inspection to the inspection of the defendant.

We further find a telegram bearing date of August 29th, 1904, in which the defendant advises the plaintiff that a car of wheat had arrived and defendant had made three tests, of which the best test was $55\frac{1}{2}$ cents:

"Very trashy, do not understand Inspector Chisman passing car as No. 2 Red Wheat. Will not accept. Advise. Bought No. 2 Red Wheat, want No. 2 Red Wheat."

Following this telegram we find another bearing the same date from the defendant to plaintiff, which reads as follows:

"Wheat originally sold Empire Mills. Have instructed running over separator cleaning. Will settle on this basis only. Express you sample. Surprised at Chisman inspection. Will see you personally next few weeks with sample drawn by disinterested party."

to which answer was made by the plaintiff:

"Alright many thanks. We are heartily sick. Written."

Again on Sept. 2, 1904, we find the defendant wrote to the plaintiff concerning the second car of wheat as follows:

"Second car wheat arrived L. & N. 9423. Found same to be in exactly same condition as previous car, and I have instructed Empire Mills to handle same for account, running same over separator and putting in bill for actual loss. At present writing nothing from you on sample sent."

In answer to this letter we find one from the plaintiff to the defendant under date of September 5th, 1904, as follows:

"Your valued favor of the 2nd received and noted. We are sorry to receive the news you give us on car of wheat No. 9423 L & N. and sincerely trust that the loss sustained from the Empire Mills running it over will not be severe. We hope you will watch our interest closely as our experience in Columbus thus far has been very disastrous indeed."

"As regards the sample of wheat you ask about, we will say, that it did not reach us until this morning, it having been forwarded from St. Louis. Today being a holiday, and there being no session of our Chamber of Commerce we were unable to show it to Mr. Chisman, the Inspector, at this time. We, however, will take it on 'Change tomorrow and show it to him, with view of seeing what he has to say about it. We cannot think that the two cars of wheat we shipped you would run entirely like this sample, and are inclined to think it was not drawn from the car as an entirety. It may be that a little such wheat got into the car, but our

Supt. surely would notice it had it all run like this sample, and not only that, we don't think that the Inspector would have termed it No. 2 as he did. There is a mistake somewhere. However, we will take the matter up with Mr. Chisman tomorrow, as stated, and will again let you hear from us upon the subject. In the meantime, we trust you will turn over to the Empire Mills the car, with the understanding that they are to let us out as easy as possible."

It seems that on September 7th, 1904, the defendant made claim and drew draft against the plaintiff for \$78.65, this being the discount on the two cars of wheat at 5¢ per bushel on account of failure to grade.

Again, on September 9th, 1904, the defendant made claim against the plaintiff for \$21.73, being loss in weight on the two cars of wheat run through the Empire Mills, in accordance with the foregoing letters and telegrams.

We find on September 12th, 1904, the plaintiff remitted to the defendant a draft for \$229.64 in payment of claims on nine cars of oats, as evidenced by the following letter:

Cincinnati, Sept. 12, 1904.
The Dan Joseph Co.,
Columbus, Ga.

Gentlemen:-

Since writing you today we have yours of the 9th, covering a bill for difference in grade on nine cars of oats, amounting to \$229.64. While we consider this charge exorbitant, yet we are sick and tired of the transaction, and will therefore mail you a voucher for it tomorrow, in order to get the matter fixed up and out of the way.

The writer expects to leave here the last of the week for a three weeks' vacation, which he thinks he needs very badly especially after the experience he has had with our recent shipment to you. We hope now that everything is about squared and that our road will not be so rocky to travel hereafter.

Yours very truly
W. W. Granger, Mgr. (G)

Again we find the following letter from the plaintiff to the defendant:

Cincinnati, September 17, 1904.
The Dan Joseph Co.,
Columbus, Ga.

Gentlemen:-

Yours 14th received and noted. As I am very anxious to get the controversies settled between you and myself before my departure for a short vacation tomorrow, I would suggest that you make draft on us for the 5¢ deduction made to the Empire Mills, and also \$21.73 to cover shortage in weights as explained by you. Attach to the draft a receipt in full settlement of all demands on the wheat transaction, and the same will be paid upon presentation. I don't feel that it is right for us to have to pay such an exorbitant charge, but I am sick and tired of the deal, and in order to get it cleaned up and out of the way, I submit to your demands, and have ordered the draft paid upon the above conditions.

I am sorry I shall not be in the city when Mr. Joseph expects to visit Cincinnati next week, but should have liked very much indeed to have met him personally. I trust, however, that my absence will not interfere with him calling at our office and meeting my assistants.

Yours truly,
W. W. Granger, Mgr. (G)

It is shown from the above that all claims of defendant against the plaintiff, on the transactions involved in this case, has been fully paid and satisfied; but almost a year afterwards the question was raised whether or not it was right for the plaintiff to settle as they did and it was finally left to the Committee on Arbitration of the Grain Dealers National Ass'n to review the case and decide whether or not the plaintiff had a just cause against the defendant in asking for refund of the amount paid on claims filed.

After carefully considering all the evidence submitted to us it is clearly proven to this Committee beyond controversion that the plaintiff waived their rights when they did not resolutely stand on the

Cincinnati inspection and demand settlement in accordance therewith.

There is no question but that under the terms of the original contract they could have demanded that the grain be accepted under the certificates furnished. Had the defendant then refused to accept the grain the plaintiff could have ordered it sold for account of whom it may concern, and could have enforced collection from the defendant for the amount of difference between the price at which it was originally sold and what it finally brot.

However, it appears the plaintiff did not take this position, but by all their telegrams and letters changed the material points in the case by agreeing to let the defendant dispose of the grain to the best advantage for their account and they would settle the difference.

In all the correspondence there is nothing to show to this Committee that the defendant did not use due diligence in disposing of this grain to the best advantage, nor that the claims which said defendant presented to plaintiff were not based on actual, bonafide transactions in the disposal of the grain that was in their hands to sell for the plaintiff.

In view of these facts, it is therefore the judgment of this Committee that the plaintiff has no ground for action against the defendant, and we must decline to make any award in this case. We would suggest, however, that both plaintiff and defendant share equally in the cost of this arbitration.

Respectfully submitted,
Warren T. McCray.
Adolph Gerstenberg.
C. B. Jenkins.

Prices Twelve Years Ago and Now

Not very long ago a farmer entered the office of a grain and lumber dealer in Kansas and asked the price on number one pine boards, remarking that he wanted two thousand feet.

"The price is \$32.50 per thousand," said the dealer.

"What!" ejaculated the farmer. "That's highway robbery. You must think I am easy. Just because you have a big trust you think that you can control the price and make us pay just as much as you darn please. But I don't intend to stand for it. Why, twelve years ago I bought that same stock for exactly \$10 per thousand cheaper."

Now it happened that the dealer was at that time going through some back records and discovered the account of the transaction he had made with the same farmer twelve years previous.

"By Jove, you're right," said the dealer.

"Sure I am."

"Yes, here we are. Two thousand feet of number one pine, \$45."

"Then why under the sun do you want to tax me \$65 now, when—"

"Hold on," interrupted the dealer; "just a minute. I see here that you paid for the lumber with 300 bushels of corn, totalling \$45. Now I'll tell you what I'll do. You bring in 300 bushels of corn tomorrow and I will not only give you two thousand feet of lumber such as you purchased twelve years ago, but I will throw in five hundred feet of ship lap, three thousand shingles, six gallons of barn paint and take you up town and let you pick out any \$15 suit of clothes in the city, totalling in all \$150.50. Will you do it?"

The whole force of the argument came to the farmer, he paid his \$65 and took the lumber without another word of protest.

Changes of Freight Rates.

The *Traffic Bulletin* in its issue of Aug. 3 announced the filing of 205 grain rates with the Interstate Commerce Commission. A few are as follows:

A. T. & S. F., reconsignment and switching charges on grain reconsigned at Mo. river points. New effective.

B. & O., grain from East St. Louis when from west thereof to Cincinnati, O., and Louisville, which is reshipped from these points to Carolina and southeastern territory. Effective Sept. 2.

C. B. & Q., grain and seeds between Mo. river points and Nebraska City and Sioux City; effective Aug. 30.

C. C. C. & St. L., grain and products from stations in O., Ill., Ky., Ind., and Mo., to Buffalo, N. Y., and points in West Va., and Pittsburgh; effective Sept. 2.

C. R. I. & P., grain and products, flaxseed, cotton seed, between St. Louis, E. St. L., Alton, Quincy, Hannibal, Mo., and stations in Ill., Ia., Minn., Mo., Neb., and S. D., to Cairo, Thebes and Evansville, when destined southeastern and Carolina territory; effective Aug. 30.

Mo. P., grain and products and seeds between stations in Neb. issued under protest and right to contest is reserved; effective now in state; interstate Sept. 12.

Wabash, grain and products milled in transit at Quincy, Ill., and Keokuk, Ia., exceptions to general rule; effective Aug. 25.

Chief Inspector F. B. Tompkins.

Mr. Frank B. Tompkins, the young in years, is by no means young in experience as an inspector of grain. He has been connected with the Inspection and Weighing Departments at Peoria for the past fifteen years. He was appointed Chief Inspector for the Peoria Board of Trade on April 1st, succeeding Mr. Alfred Anderson who at that time was appointed Chief Inspector at Buffalo.

Mr. Tompkins is an intelligent, competent and hard working man in his profession, and he intends to leave nothing undone which will help to maintain the high standing that the Peoria Inspection Department has enjoyed for years.



Frank B. Tompkins, Peoria, Ill.
Chief Grain Inspector.

Plan of Elevator, Corn and Feed Mill.

Oklahoma dealers are not discouraged by the green bug's depredations, but continue to build, improve and prepare for the good time coming. A combination grain elevator, corn milling and feed grinding plant, all under one roof, has just been completed at Binger, Okla., for the Binger Gin & Grain Co., according to the plans represented in the engravings herewith.

The walls of the house are studded, and 8-inch and 6-inch posts extend up thru the corners of the bins. The floor of the basement is of concrete. The house is nearly square, 39x35 ft., containing 16 bin spaces, and is 85 ft. high from foundation to ridge of roof.

From the single dump corn is run to elevator boot or sheller in basement by a drag feeder and elevated to the In-

vincible Corn & Cob Separator and Cleaner in the cupola by a large stand of elevators having 7x14 buckets. A turnspout under cleaner directs the grain to either the deep bins, the shallow bins over work floor, or to the 500-bu. hopper scale, from which a shipping spout leads to car.

The small elevator with 5x7 buckets elevates stock from either the feed mill or the No. 1 Willford Roll to the No. 4 Barnard & Leas Round Reel.

Power is transmitted from the 20 h. p. gasoline engine in the adjoining engine room by a shaft into the basement, where belts drive the No. 3 U. S. Sheller below and the feed mill and roll above. From the basement a rope drives the countershaft under the cupola floor; a second rope running from the countershaft to elevator head pulley, while belts drive the corn cleaner and the round reel.

More machinery than usual in an ele-

vator is so disposed as to be operated to good advantage and yet not encroach on the storage room, which is of 25,000 bus. capacity.

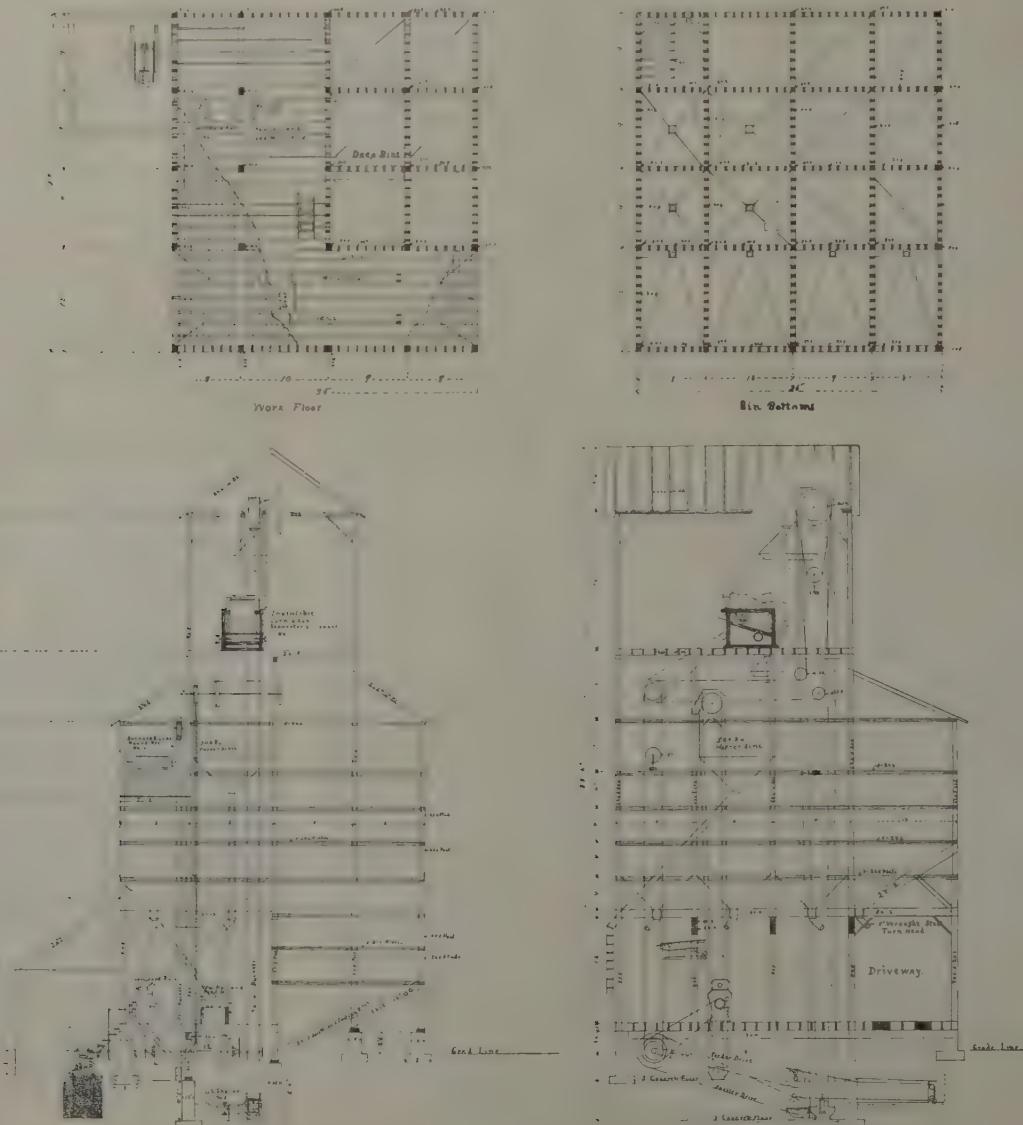
The plant was designed and erected by J. A. Horn.

Imports and Exports of Hay.

Imports of hay for the 11 months prior to June 1, 1907, have been 53,923 tons; against 57,971 tons for the corresponding period of 1905-06.

Exports of hay for the 11 months prior to June 1, 1907, have been 52,592 tons; against 64,630 tons for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Don't think we'll see corn higher. Oats high enough. Wheat worth what it is bringing. Change in prices will be speculative.—J. H. Van Dyke.



Cross Section.—Plans of Binger Gin & Grain Co.'s Elevator at Binger, Okla.—Longitudinal Section.

**The South Texas Grain Co's.
Elevator at Houston.**

Houston, Tex., is one of the most progressive and prosperous cities of the Lone Star State and in addition to a large local grain consuming trade, enjoys a large distributing trade. Most of the grain received is in bulk and is sacked for distribution among the plantations and consumers at the small points along the coast.

One of the most successful grain companies in the city is the South Texas Grain Co., which was organized seven years ago. It has a down town plant for supplying a local trade, which is equipped for receiving grain in bulk, bagging and shipping so that in case the plant illustrated herewith, is destroyed or incapacitated, the local plant can be used for supplying outside trade.

The new elevator and warehouse illustrated herewith, replaces a large plant which was burned some time ago. The elevator is 40x60 ft., six stories high. An Humphrey elevator facilitates the movement of employees from lower to upper floors. Three of the fifteen elevator legs extend only to the third floor, twelve to the fifth floor. Nine stands are equipped with 3x7 cups, four with 6x9 cups and two with 6x12 cups.

The elevator has a power car puller, power shovels for unloading grain into the receiving sink beneath the covered platform from which grain is elevated to a Fairbanks-Hopper Scale of 70,000 lbs. capacity, which is supported direct from the foundation. It is equipped with Fairbanks Registering Beam. Located in the elevator are a No. 8 Monitor Clipper, a Sprout-Waldron Corn Scourer, three stands of Sprout-Waldron 9x30 Rolls, a 24d Sprout-Waldron Mill, a Fairbanks Bagging Scale, an Invincible Bran Packer, a Monitor Warehouse Separator, a Duplex Mill and Scalper, five Monarch Reels, two Monarch Dust Collectors, three Cyclone Dust Collectors, a Sprout-Waldron Fan, four turn heads and four

magnetic separators. One spout is provided for loading out bulk grain into cars. Twenty-five hundred bags of ground chop can be turned out by this plant every day.

The entire plant is lighted by electricity and the machinery is operated by twelve General Electric Motors, ranging from two to twenty-five horse power.

The frame warehouse adjoining is 80x295 ft. and covered with galvanized iron. It contains the office and a Fairbanks Platform Scale where every truck load of bagged grain on its way from the automatic bagging scale to the car is weighed, so that one scale checks against the other on every shipment. It is well lighted and ventilated by means of windows in the sides and cupola and provided with four large sacking bins in the end adjoining the elevator. The cupola affords a large storage room for bags, and in one part of the warehouse a number of negro women are kept busy repairing bags.

The steel tank adjoining the elevator affords bulk storage room for 75,000 bushels; grain being taken to the house by means of a 12-inch screw conveyor and diverted to any one of the eight compartments in the steel tank by a distributing spout. The compartments in the tank are formed by wood partitions. Grain is taken from the tank back to the elevator by means of screw conveyor underneath.

No expense has been spared to reduce the fire hazard of the plant which is equipped with fire fighting apparatus of every variety; all ledges are beveled so as to prevent the accumulation of dust, notwithstanding the fact that the ceiling and walls are frequently swept. No rough surfaces are presented anywhere, finished lumber being used exclusively so as to reduce both the opportunity for the collecting of dust and to retard combustion should a fire get started. Outside of the plant are four large yard hydrants and at different intervals throughout the plant are four-inch stand pipes with fifty feet of

hose attached on each floor. Every post where hose is to be found is painted a bright scarlet and the help is drilled frequently in the use of hose. The water is supplied by a 30,000 gal. reservoir, 125 ft. high, which is shown in our engraving. At every red post also is to be found barrels of salt water with buckets having cone-shaped bottoms to prevent their being removed except for fighting fire. At frequent intervals about the plant are self-closing iron grease cans. In addition to the water supply from the city water mains, large fire pumps supply deep well water to the private water system.

The South Texas Grain Co., of which Chas. P. Shearn, a prominent citizen of Houston is President, and J. V. Neuhaus is Vice Pres. and Sec'y, is a member of the Texas Grain Dealers Ass'n.

Market Gossip.

Can't get any line on crop conditions. Never saw reports so mixed. Look for better crops than generally expected.—Doyle Bros.

I believe this is the year to buy Dec. wheat. Begin buying at 93 or under, and buy what you can afford to carry should a temporary decline occur.—E. J. Sherwin.

Am bearish on corn, oats and wheat. In my opinion it is dangerous to trade in Sep. oats. Outcome depends on Patten and the weather. Other deliveries look very much too high.—Gardiner B. Van Ness.

The Hooper Grain Co. sent out a clever postal card advertisement to its friends on which was embossed the Swastika sign of Good Luck, Long Life, Prosperity, and some facts concerning oats it has for sale.

Receipts of corn about same as last year this time. Oats considerably less. Only 3 cars of new oats in Chicago in July. Such a record is unprecedented. Accounted for of course by late season.—S. P. Arnot



Plant of South Texas Grain Co., at Houston, Tex.

Decision of Wisconsin Railroad Commission on Railroad Elevators.

In its decision that the railroad elevators at Superior must be opened to the public the Wisconsin Railroad Commission maintains its high reputation as the guardian of public interests.

Since disposing of the elevator controversy one member of the Commission, John Barnes, has resigned, because the legislature enacted a 2-cent fare bill, which was opposed by all three Commissioners after a thoro investigation. The Commissioners declared that each branch of railroad service, passenger and freight, should bear its own burden of expense.

The question whether public railroad elevators shall be given over to private lessees is of importance to many of the larger terminal grain markets; and in view of the high standing of the Wisconsin Commissioners their decision will have great weight in protecting the public elsewhere. This question now is agitating the Chicago market, the Board of Trade of which city is appealing to the Supreme Court of the state to keep the elevators of the railroads open to the public.

The Wisconsin Commission has condensed its lengthy decision in the following syllabus:

Complaint involving the right of the public to use certain elevators, owned by common carriers, for storage purposes in the ordinary course of business.

The Eastern Railway of Minnesota was the owner of three large terminal elevators at Superior, Wis., used for warehousing grain shipped from neighboring states to the head of Lake Superior, for manufacture into flour at that point or for re-shipment by water. It leased its railway and elevator properties to the Great Northern Railway Company. Until June, 1905, such elevators were operated as public storehouses. An attempt being made at that time to enforce the "Wisconsin grain inspection law," the Great Northern Railway Company leased the elevators in question to A. D. Thompson, a large grain dealer at Duluth, who thereupon refused to receive and store grain for the public and used such elevators in the conduct of his own business. All other public storage facilities for grain at Superior were withdrawn at the same time. On complaint alleging unjust discrimination and unlawful use of transportation facilities,

Held:

(1) That, while it is not the absolute legal duty of a common carrier to provide elevator facilities at terminals, it is highly advantageous to the public and to the carrier that such facilities should be furnished, and when they are placed at the disposal of the public and are used by it for a series of years, so that commercial conditions and interests have grown up under such methods of doing business, such elevators become an integral part of the equipment of the carrier, which the public at large has the right to use.

(2) That the elevators at Superior, now held under lease, have become a necessary part of its equipment.

(3) That so long as public necessity demands the use of such equipment, it should be operated for the benefit of the public.

(4) That it is not within the power of a railway company under the provisions of sub-division 3, section 1828, Wisconsin

statutes 1898, to lease or discontinue the use of any part of its property that is necessary to enable it to perform its duty to the public as a common carrier.

(5) That if such a lease is authorized by such statute, the lease takes the property charged with the performance of the duties that would be incumbent upon the carrier if no lease were made.

(6) That an elevator situated within the borders of the state is subject to reasonable regulation and control by the legislature of that state or by a commission duly authorized to exercise such control, and such regulation and control is not an unlawful regulation of interstate commerce.

(7) That the leasing to one shipper of all the elevator facilities of a railway company, whereby such lessee is enabled to, and does, use such elevators in the conduct of his own business to the exclusion of all others, whereby many persons who have formerly been engaged in the grain-buying business are obliged to discontinue such business, amounted to an unjust discrimination against such dealers.

(8) That such action on the part of the carrier and its lessee was a violation of the statutes of the state of Wisconsin against discriminations by carriers.

(9) The Great Northern Railway Company is ordered to operate its elevators, either directly or through its lessee, so as to give the general public the use thereof on equal and reasonable terms.

Death of G. C. Julius Spoerri.

G. C. Julius Spoerri who served the Wisconsin Grain Shippers Ass'n as secretary, from 1903 to 1905, died in New York City July 29, 1907, of meningitis. Previous to his connection with the Ass'n he was for a number of years with the Northern Grain Co., in its Chicago offices. He was buried at Belvidere, Ill.

The Boiler Feed Pump.

In considering the economy of operating a steam plant have you figured out the cost of your method of feeding the boiler? Not only is the highest type of engine and an economical boiler desirable, but often a losing investment might be made to pay, by giving attention to the boiler feed.

Perhaps it is not a well known fact that an ordinary duplex steam pump consumes a great deal more steam per h. p. than a good engine. A thoro test of this was made at the St. Louis Exposition. A compound steam boiler feed pump, which is said to be more economical than the ordinary duplex, showed a steam consumption of over 300 pounds per horse power per hour. When compared with the amount a good Corliss Engine uses which does not exceed 25 pounds per horse power, it is apparent there is a profigate waste of steam.

It is maintained by engineers who are acquainted with the facts that the power pump is much more economical than the steam pump. A power pump is easily operated, as there is usually enough power on the line shaft to operate a power driven boiler feed pump, and when such is the case the power costs practically nothing. At any rate, when the pump is run by the engine it must be driven with the same economy as the engine.

The wise grain dealer who necessarily has had many obstacles to overcome and frequent losses to sustain should be looking for every possible chance to save a dollar. If all the leaks have been stopped and the heating grain has been cooled, it may be that in view of the many tests that have been made, favorable to the power pumps, that the grain dealer can save by the installation of such a machine.

The 15th annual Irrigation Congress will be held at Sacramento, Cal., Sept. 2 to 7.



G. C. Julius Spoerri, deceased.

Hard Blow to "Reinspection Any Old Time."

As a result of the discussion of reinspection at terminals by the Indiana Grain Dealers Ass'n and the resolution adopted at its mid-summer meeting, A. E. Reynolds, chairman of its Com'ite went to Buffalo to confer with a Com'ite from the Buffalo Corn Exchange.

In due course of time Sec'y Pond of the Corn Exchange sent the following letter to Sec'y Brafford of the Grain Dlrs. Ass'n:

J M. Brafford, Sec.,
Indiana Grain Dealers' Ass'n,
Indianapolis, Ind.

Dear Sir: Your several letters, also copy of resolutions adopted by the Indiana Grain Dealers' Ass'n have been received and same presented to the Board of Directors of the Corn Exchange who have directed me to reply as follows:

Referring to that part of your resolutions which reads: "We do hereby recommend to the Corn Exchange of Buffalo such amendments to their rules governing inspection of grain, as will result in establishing a definite time and place for final inspection of grain."

Beg to advise that the Board of Directors have taken the following action: All cars that can be clearly inspected, the first inspection, subject to appeal in forty-eight (48) hours, shall be the final inspection, and any track that can be reached by our inspectors shall be the place.

With reference to that portion which

reads: "That we condemn the practices heretofore in vogue in Buffalo and other markets by which grain has been inspected and allowed to stand an indefinite time and then be subject to reinspection."

The following action was taken: Cars that cannot be clearly inspected must be ordered to elevator within forty-eight (48) hours after sampling for inspection; if not so ordered grain will be held at consignee's risk, unless car is afterward found to be plugged.

With reference to that portion which reads: "That we further recommend that certain tracks in the vicinity of Buffalo receiving and transfer elevators be prescribed as the location for the inspection for all grain. That grain be inspected only in these yards, and that the inspection, when made, shall only be subject to revision of inspection within forty-eight (48) hours."

Please note that any and all Buffalo tracks and yards adjacent thereto are designated as the location for the inspection of all grain and such inspection shall only be subject to revision in forty-eight (48) hours as requested.

By clear inspection we mean that the inspector shall be able to obtain an average sample of the entire contents of the car. If a shipper loads a car so full that it is a physical impossibility to get into the car and obtain an average sample of entire contents, such facts shall be noted by inspector, car ordered to elevator where proper inspection can be secured and said inspection at the elevator shall be final.

If there is anything further desired in

this connection advise us and we will cheerfully respond at once.

Very truly yours,
Fred E. Pond, Sec'y.

Politicians as Grain Inspectors.

The Missouri State Board of Grain Inspection have recently dropped two of their old inspectors from their force, filling the vacancies thus made with new men. As the men let out were old, experienced inspectors, thoroughly posted on grain and grain grading, there has been a great deal of complaint regarding the change, especially as the new inspectors, it is asserted, are not experienced grain men. It is said that one of them has the grain samplers post him in grading the grain that he has to pass upon.—*Modern Miller*, St. Louis.

Politicians can never be expected to promote or protect the grain business so long as they are permitted to use it for the promotion of their own interests.

Imports and Exports of the Philippine Islands.

Philippine imports of breadstuffs during 1906 were 100,000 bus. of oats and 224,000 bbls. of wheat flour; compared with 105,000 bus. of oats and 176,000 bbls. of wheat flour for 1905.

Hay imports for the 12 months were 2,028 tons; compared with 3,378 tons for the corresponding period of 1905-06.

Rice imports during the 12 months were 280,100,000 lbs., compared with 483,412,000 lbs. for 1905.

Imports of beans and peas for the year were 35,300 bus.; compared with 30,000 bus. for the preceding year.

Exports of hemp for the 12 months were 102,400 tons; compared with 128,400 tons for 1905, as reported by the War Department.

A New 40,000 Bu. Ohio Elevator.

Ohio is an old grain state but it continues to produce grain in such large quantities that the grain buyers find it necessary to build many new elevators each season in order to handle the crop advantageously and economically.

Illustrated herewith is the new 40,000 bu. elevator of Brady Bros. at Payne, Ohio. It is supported by a concrete foundation and its owners claim it to be one of the strongest and most convenient plants in their section. Each of the seven bins of the elevator is 40 ft. deep. One wagon dump, one receiving leg and one loading spout of large capacity will be duplicated when the gristmill and seed house are built on the adjacent ground, as now contemplated.

A six-ton Howe Wagon Scale and a hundred bushel Howe-Hopper Scale afford facilities for weighing grain in and out. The plant is equipped with No. 1 U. S. Sheller, and No. 1 Western Gyrating Cleaner.

Brady Bros. now own and operate three elevators, the others being located at McGill and Batson. The firm is composed of S. D., M. E. and O. F. Brady; O. F. Brady being the manager of the Grain Department; M. E. Brady of the Hay and Live Stock Department, and S. D. Brady being manager of the Real Estate Dep't.

Federal legislation to protect the banker against frauds in *Bs/L* was advocated by Thomas B. Paton of the New York bar before the Virginia bankers at their recent convention.



Brady Bros.' New 40,000-bu. Elevator at Payne, O.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—Charges that the freight facilities of the Rock Island and Iron Mountain railroads at this city are inadequate were made at a meeting of the grain and produce committee of the Board of Trade Aug. 2. The committee contemplates laying before the state railroad and warehouse commission at its next meeting a detailed statement of delays in shipping and movement of cars in the Little Rock yards.

CALIFORNIA.

Compton, Cal.—Jeffries & Simpson of Gardena, two of the former partners in the concern have bot the entire stock in the Compton Grain & Milling Co.

Woodland, Cal.—C. D. Simpson is shipping a barge load of grain at Knights Landing and is also shipping wheat from Hershey Sta. Louis La Due is mgr. of C. D. Simpson's warehouse at Knights Landing. Mr. Simpson says the river transportation companies are charging \$1.50 per ton for transporting wheat to Port Costa or San Francisco, including charges for loading and unloading, and there is a prospect of the price being reduced to \$1 per ton.

CANADA.

Cupar, Sask.—The Cupar Farmers Eltr. Co., incorporated.

Hamiota, Man.—The Dominion Eltr. Co.'s eltr. was burned Aug. 2. It contained about 1,000 bus. of wheat.

Winnipeg, Man.—The steel work of the Grain Exchange building is going ahead nicely. It will be 7 stories high.

Indian Head, Sask.—John Millar, chairman of the grain commission, has returned from England. The commission will meet Aug. 26 to prepare its report.

Fort William, Ont.—The storage capacity of the terminal eltrs. has been increased 1,000,000 bus. by the completion of the new house of the Consolidated Eltr. Co. by the Barnett & Record Co. The foundations of the building are of concrete and the 32 tanks of tile, making the plant entirely fireproof.

Kingston, Ont.—J. Fisher, who for many years has managed the Toronto office of J. Richardson & Sons is no longer in the employ of that firm. James Richardson, eldest son of the late George Richardson, who was the senior member of the firm, is now in charge of the office here.

Winnipeg, Man.—The annual meeting of the Northwest Grain Dealers Ass'n will be held Aug. 23, and will be followed by an excursion thru the grain fields by rail. The grain dealers' special train will leave Winnipeg Saturday Aug. 24 at 7 o'clock a. m.; leave Brandon, Sunday, 7 a. m.; leave Broadview Monday 7 a. m. (mountain time) run out of Regina returning to Regina at 6 a. m. Tuesday; leave Reston at 7 a. m. Wednesday, arriving at Winnipeg on the Canadian Northern at 18 o'clock Wednesday, Aug. 28.

WINNIPEG LETTER.

Asquith, Sask.—The North Star Eltr. is completed.

Govan, Sask.—The International Eltr. Co. has built an eltr.

Star City, Sask.—The Western Eltr. Co. is building an eltr.

Innisfail, Alta.—The Alberta Pacific Eltr. Co. has secured a site for an eltr.

Halbrite, Sask.—The Western and the Imperial Eltr. Companies are building eltrs. here.

Red Deer, Sask.—Tenders for building the Red Deer Mill & Eltrs. Co.'s eltr. closed Aug. 5.

Buchanan, Sask.—Two new eltrs. were built here this summer; this district will ship 300,000 bus. of wheat.

Medicine Hat, Alta.—The Medicine Hat Milling Co. is going ahead with its eltr. altho the ratepayers defeated the bylaw granting aid to the project.

Carman, Man.—The McCabe Eltr. Co. will build an eltr. and proceed in court against the Farmers Eltr. Co. for going back on their agreement to sell their eltr.

The department of Trade and Commerce has published a report showing the numbers and locations of licensed eltrs. and warehouses in the Manitoba grain division, including the provinces of Manitoba, Saskatchewan, Alberta and British Columbia with Ontario terminals on the Canadian Pacific, the Canadian Northern, the Midland, the Brandon, Saskatchewan & Hudson Bay and the Alberta Railway & Irrigation Line. On the C. P. R. are 917 eltrs. and 32 warehouses, capacity 28,538,200 bus.; on The Canadian Northern 275 eltrs. and 20 warehouses, capacity 7,485,200 bus.; the Midland and the Brandon, Saskatchewan & Hudson Bay have 13 eltrs., capacity 365,000 bus.; the Alberta Railway & Irrigation Line has 7 eltrs., capacity 209,000. The C. P. R. has 7 Ontario terminal eltrs., capacity 11,625,000 bus., and the C. N. R. has 2, capacity of 7,000,000; in all there are 1,221 eltrs. and 52 warehouses in western Canada, having a total capacity of 55,222,200 bus.—C.

CHICAGO.

The Board of Trade Telegraph Co. has been dissolved.

Memberships in the Board of Trade are selling at \$2,750.

The first consignment of new rye received at Chicago this year arrived July 31 from La Salle county, Ill.

Capt. Rumsey is writing some reminiscences of his army life and expects to publish them in book form soon.

The first car of new standard oats to arrive this season at Chicago was received July 29 from central Illinois.

The first car of new barley was received Aug. 3 and was graded No. 4. The first car of new flaxseed was received Aug. 7.

Grain Traders Eltr. Co., incorporated, capital stock \$15,000; incorporators, Murray Nelson, Jr., Robert Candee and James F. Grahm.

One of the results of the charity ball game between the Board and the Minne-

apolis Chamber will be a permanent summer home for children, comprising a cottage with accommodations for at least 25.

An assessment of \$25 per year up to and including 1911 has been recommended by the directors for the purchase of memberships in the Board.

Bogert, Maltby & Co., W. B. Bogert, pres., and E. V. Maltby, secy., have succeeded Wright, Bogert & Co., in the grain commission business.

W. E. McHenry has again applied for reinstatement to membership in the Board of Trade. His petition has been referred to the legal advice committee.

Van Ness Bros. have dissolved partnership and D. I. Van Ness, formerly of this firm, has embarked in the grain commission business under the style of Van Ness & Co.

J. T. Rawleigh & Co., dealers in grain and hay, recently suffered loss by fire. The same day the Northwestern Mills, owned by Wm. Wittman, were damaged. Both plants are on the same side of the city, and the origin of the fires is being investigated.

To carry out the recommendation of the grain committee for additional sampling and prompt notice of change in grade Pres. Sager of the Board of Trade has appointed a special committee composed of Frank Bunch, T. Y. Wickham and Frank B. Rice.

Am afraid dealers who sell oats for future delivery will have trouble because they are so light; those arriving in Chicago underweight are subject to quite a heavy discount, and there is chance for a big loss. I believe the thing to do is to stick strictly to consignment.—H. M. Paynter.

The moisture testing apparatus in charge of the grain sampling and seed inspection dept. of the Board of Trade is being used not only to determine the amount of moisture in corn but in oats and wheat as well. The apparatus has proved so satisfactory that the dept. expects to install at least one more this fall and possibly two.

The baseball team of the Chicago Board will play the Minneapolis Chamber Aug. 17. A special train has been chartered over the Wisconsin Central road to carry the team and a large delegation of traders and friends to Minneapolis. The fare for the round trip will be \$8 with an extra charge of \$2 each way for berths, the train leaving for the north Friday, Aug. 16. The arrangements have been made by Edward G. Heeman, Harry Avery and Howard Jackson.

Application for membership in the Board of Trade has been made by Clarence G. Larabee and William P. Todd. Application for transfer of membership has been made by W. H. Matthews, William M. Hopkins, the estate of James A. Calbick, F. M. Crandall, G. M. Palmer, James R. Chapman. Members of the Board of Trade recently admitted are Raymond C. Baldwin, George A. Seavrons, C. F. Cochran, Leon J. Bloom, W. F. Weed, John J. La Due, William H. Wood, William Douglas, Thomas McCarthy.

The September oats deal is far from closed, but early in August is demonstrating an oversold condition. W. G. Press, who took most of the oats on the final delivery of July, sold the poorest of the lot, those in Rock Island Eltr. B, at

the top of the market next day, so eager were buyers for quick shipment. Trade in the options is very heavy and the leading bull is reported long a line of 20,000,000 bus. Country shippers who have the futures sold as a hedge against the oats held in a position where it is inconvenient to make delivery would be badly squeezed, but for the fact that the May option has been selling at a premium over September, enabling them to buy in September and sell the deferred month.

The baseball game between teams representing the Chicago Board of Trade and the Minneapolis Chamber of Commerce was well attended by friends of the traders and netted about \$3,500 for charity. In the third inning the home team piled up four runs, mostly on errors and a good hit by Kramp, while Minneapolis did best in the 7th with three runs, the score standing 8 to 6 in favor of Chicago. Several hundred dollars were added to the receipts by the fines levied on those present by a police trial court for fanciful reasons. The court fined themselves to begin with and then assessed the traders impartially. After the game the players and visitors were banqueted at the Chicago Athletic Club. A return game is to be played at Minneapolis Aug. 17.

Nature never made two men alike. Members of Chicago Board of Trade are no exception. Strenuous life in the pit affects them variously. At close of business day some of them are weary; opposed to interviews. But the fellow with a perpetual smile from "y-ear to y-ear" is sometimes found. F. E. Gulick is one of them. Aforesaid is Brigadier-General of Requa Bros.' commission business. You ought to watch him work. He'll wade thru a bunch of correspondence FDQ. Dictate a market letter like a politician does a studied peroration. Change from the technical to tedious like an automaton. He's not above anything in the office. Generally he's below or behind what's doing. If the office boy gets stuck with his sweeping F. E. gives him a boost; if the stenographer falls behind he takes a typewriter forthwith; if the mailing apparatus gets out of order, Gulick does the work. If there's a trick in the grain trade he knows it. And his smile won't come off.

The Chicago Board of Trade, under the auspices of the Promotion Committee, consisting of Messrs. Bunnell, Andrew, Pettit, Wickham and White is having published a history of the Board of Trade from its organization to the present. The purpose of the book is to disseminate correct information concerning the Board and its work. That many erroneous ideas of its scope have been circulated, the Board recognizes, and it hopes to dispel to a large extent the idea that the purposes of such a great institution is for gambling. It rather seeks to establish the fact in the minds of the grain dealers and millers thruout the United States that the Chicago Board of Trade is an exemplary institution established solely for handling the grain business of the country, and as such is unequalled and widely imitated. The subjects discussed are: Marvelous Growth of Board of Trade; Chicago Grain Receipts from 1838 to 1906; Public Service of the Board of Trade; How Board of Trade Helps Grain Dealer, Farmer, and Shipper; Short Side of the Market, and other subjects of especial interest to the grain trade. The strongest article in the book draws a contrast between Board of

Trade methods and those of a bucket-shop. The cover will contain a picture of the Board, sketches by artists of things that have happened in and about the pit, Board of Trade building before and after the great fire of 1871 and the present building. Several thousand copies will be printed and sent out free to those who are interested. Readers of the Grain Dealers Journal may secure a copy by forwarding their name to Sec'y Geo. F. Stone.

Judge O. N. Carter of the Illinois Supreme Court on Aug. 1 decided that the railroads and the public warehousemen must continue to operate their eltrs. as public warehouses until the court can enter a final order in October. The injunction granted by Judge Windes and dismissed by Judge Honore will continue in force. So far in the contest the courts have not analyzed the merits of the defense, the judge feeling the questions so important that the decision should be left to the supreme court. It is expected that the supreme court will go into the merits of the complaint and defense most thoroly, defining the obligations of the railroads to the shippers and of the warehouse companies to their customers. The court will prescribe the conditions under which a public warehouseman may go out of the business of storing grain for the public. It is safe to say the warehousemen will not be permitted to cease operation in a manner that will damage their patrons. The court will also decide whether the warehousemen can be compelled to receive grain into store for new customers after having announced their intention to quit. As to the railroads it is thought that the court will outline the character of the service to be performed by their terminal eltrs. in unloading and storing the grain arriving over their lines as to whether they can be required to do more than unload or transfer or store for a very limited time, and whether the unloading of grain of different owners into a common bin places the railroad under the classification of public warehousemen as contended by the Board of Trade. The directors and Pres. Sager of the Board of Trade are gratified at Judge Carter's decision to keep the injunction in force. Atty. Munroe of the Armour Grain Co. states that the fight will be resumed with vigor before the supreme court.

COLORADO.

La Junta, Col.—The La Junta Milling Co. has plans for the erection of a second eltr.

Granada, Col.—The Granada Milling & Eltr. Co., incorporated, capital stock \$10,000; incorporators, J. K. Mullen, H. E. Johnson, E. M. Ryan and J. E. O'Connor.

IDAHO.

Kendrick, Ida.—The Vollmer-Clearwater Co. is erecting a new warehouse, 52x100 ft. This will connect two into one warehouse 52x345 ft.

ILLINOIS.

Clay City, Ill.—I have succeeded Duff & Evans.—C. D. Duff.

Lostant, Ill.—The Rogers Grain Co. has succeeded O. M. Kelly.

Bristol, Ill.—George Elliott of Yorkville has bot the eltr. of J. M. Skelly.

Urbana, Ill.—S. W. Love's eltr. is completed. George Brownfield is the mgr.

Decatur, Ill.—John Shellabarger died at Jacksonville July 26 aged 66 years. He

was a brother of D. S. Shellabarger and had been engaged in the milling business.

Melvin, Ill.—We succeeded Buchholz & Co. July 1.—Lamoreaux & Inkster Bros.

Neoga, Ill.—The burning of a hay barn damaged the eltr. of F. D. Voris recently.

Toloca, Ill.—Davison & Livingston are equipping their eltr. with new machinery.

Farmersville, Ill.—The Nobbe Eltr. Co. has bot the eltr. of C. B. Munday & Co.

Findlay, Ill.—The Findlay Eltr. Co. has bot the eltr. of Davis & Davis for \$10,000.

Astoria, Ill.—Bader & Co.'s eltr. was struck by lightning July 25 and slightly damaged.

Leland, Ill.—O. M. Danielson will succeed W. A. Grover as mgr. for the Neola Eltr. Co.

Weston, Ill.—F. L. Churchill, of Fairbury, will add some improvements to his eltr. here.

Joy Prairie, Ill.—Lightning struck the eltr. of W. C. Calhoun July 18, doing little damage.

Pekin, Ill.—A 7-story building of steel and concrete will be erected by the Corn Products Co.

Springfield, Ill.—W. R. Vredenburgh has temporarily leased our eltrs.—E. R. Ulrich & Sons.

Alexander, Ill.—Boggs & Lynd have let the contract to Dorand & Cohnant for the erection of an eltr.

Atlanta, Ill.—Applegate & King's eltr. is about completed. The work was done by R. S. McIntyre.

Graymont, Ill.—The Graymont Farmers Eltr. will erect an eltr. the same size as the one it has now.

Cornell, Ill.—Lightning on July 11 struck the eltr. of J. V. Shaughnessy & Co., doing little damage.

Ashland, Ill.—The Ashland Farmers Eltr. Co. has increased its capital stock from \$7,000 to \$10,000.

Moro, Ill.—The Munday Grain Co. will buy wheat here. The company will build an eltr. as soon as possible.

Mascoutah, Ill.—Philip H. Postel, who had been engaged in the milling business for 66 years, died July 25.

Cisco, Ill.—In taking his son, Carl, into partnership, F. S. Weilepp has changed the firm name to F. S. Weilepp & Co.

Gardner, Ill.—The Hargraves & Drew Co. is improving its eltr. by building on so as to have more room for grain.

Bryce, Ill.—The Farmers Grain Co. and the Herron Patterson Co. will install two new Avery Automatic scales.

Weston, Ill.—The eltr. of the Shearer Grain Co. was struck by lightning recently, but very little damage was done.

Creston, Ill.—Lightning struck the eltr. of Martin Kennedy recently; but did no damage aside from loosening some shingles.

Prentice, Ill.—The Prentice Farmers Eltr. Co., incorporated, capital stock \$8,000; incorporators, Harrison Robinson and others.

Mackinaw, Ill.—The Mackinaw Gr. & Stock Co. will build a 15,000-bu. eltr. as soon as it can secure a lease on railroad property.

New members admitted to the Illinois Grain Dealers Ass'n recently are James L. Bush, Tuscola, Ill.; S. G. Crawford, Hays, Ill.; Davis & Davis, Arthur, Ill.; J. B.

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Kenny, Ottawa, Ill.; The Miner-Hillard Milling Co., Wilkesbarre, Pa.; Patton-Hartfield Co., Memphis, Tenn.; P. P. Williams Co., St. Louis, Mo.

Cissna, Ill.—Wiese & Anderson have succeeded us in the grain business. A. C. Amsler will be retained as mgr.—Cissna Park Grain Co.

New Berlin, Ill.—The Farmers Grain Co., incorporated, capital stock \$5,000; incorporators, R. E. Maxwell, P. J. Leahy and I. T. Dunlap.

Maroa, Ill.—The co-operative farmers company known as the Maroa Eltr. Co. is financially involved and has suspended business temporarily.

Peoria, Ill.—The Weighing Buro as it is now conducted was instituted by ex-Pres. Van Tassel and the service he believes is second to none.

East St. Louis, Ill.—J. P. Breitling, expert accountant, commissioned by Governor Deneen, is examining the records of the local grain inspection office.

St. Joseph, Ill.—The co-operative farmers company known as the St. Joseph Grain Co. has joined the other buyers in a decision not to store grain for farmers even at $\frac{1}{2}$ -cent per bu.

Peoria, Ill.—This is a good grain market because we can take grain black as the ace of spades and in 72 hours manufacture it into to year old whiskey that sells for 15¢ a drink.—J. M. Quinn.

Normal, Ill.—McCrackin Bros., formerly of Storms, O., where they operated an eltr. on the D. T. & I. R. R., have succeeded us at this place in the operation of the eltr. on the I. C. R. R.—Bentz Bros.

Glenavon, Ill.—B. F. Baker, who last spring sold his eltr. here to L. J. West, has accepted the management of the farmers new eltr. The style of the company will be Glenavon Grain and Mercantile Co.

De Land, Ill.—R. J. Kahler of Wilmette, Ill., and his brother Howard, bot thru James M. Maguire the eltr. of Wm. G. West on Aug. 3 and took possession at once. The new firm will be Kahler Bros.

Fairland, Ill.—John Lowry has let the contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr. on the site where the old one was burned some time ago. The new house will have 3 dumps.

Galesville, Ill.—The Galesville Grain Co. has been granted a hearing by the Illinois Railroad & Warehouse Commissioners in its complaint against the Wabash Railroad for discrimination in the distribution of cars.

Moline, Ill.—C. H. Deere, pres. of Deere & Co., has been appointed one of the three Illinois & Michigan Canal Commissioners, and a business administration of the old ditch is expected. Mr. Deere urges the organization of a company to operate a barge line.

Seymour, Ill.—William Murray of Champaign has bot the eltr., machinery and coal business of C. M. and J. M. Mullin of this place, for \$3,500. The firm retained the general store which they have been conducting. A week later J. M. Mullin & Sons filed a petition in bankruptcy. Liabilities, \$5,000; assets, \$3,000.

Peoria, Ill.—Our weighing dept. is in splendid condition. We have a sworn Board of Trade weighmaster, who has a number of asst. supervisors working under him, so that every weight is decided by 2 men. This has proved a very satis-

factory method and has demonstrated to the trade that we are trying to do what's right. They at least give us credit for good intentions. The shortages are mostly due to imperfect cars. More than $\frac{1}{2}$ of the cars which the dealers use are unfit to load with grain.—C. C. Miles.

Springfield, Ill.—E. R. Ulrich & Sons have recovered judgment against the Eltr. Milling Co. for failure to accept 20,000 bus. of corn on a contract. The grain was sold at the contract price of 51 cents but owing to the decline in the market the firm had to dispose of it at 44 cents. The suit was for \$2,000 damages, and the jury awarded \$1,200.

Bloomington, Ill.—The Baldwin-Walker-Tankersley Grain Co. which was recently incorporated, has elected the following officers: pres., R. C. Baldwin, Bloomington; vice pres., G. J. Siebens, Decatur; secy., W. C. McGuire, Champaign; treas., Lee J. Railsback, Hopedale; directors, Baldwin, McGuire, M. L. R. Tankersley and W. E. Walker, Decatur. The company is a consolidation of the Baldwin Grain Co., of Bloomington; Tankersley & Co., of Champaign, and Walker & Siebens of Decatur, and will maintain offices in the three cities for a brokerage and commission business. Mr. Railsback will remove to Bloomington, where Mr. Baldwin will also reside.

Peoria, Ill.—This market has a number of "old" boys so far as grain experience on the Peoria market is concerned—men who have grown up with the market. The Board of Trade has an exceptionally clean set of business associates behind it, but naturally the old fellows who began in the grain business a score or two of years ago, think they can handle the trade, especially on a down or fluctuating market just a little bit better than the younger blood. Among those who have a right to claim patriarchal priority in Peoria grain circles are Frank Hall, A. G. Tyng, C. C. Miles and Geo. Breier. Mr. Hall is one of five of the original Peoria Board of Trade members now living. A. G. Tyng is one of the oldest members of the Board, having spent 37 years in the grain business here. While Geo. Breier has only been in business for himself a little over a year, it has now been over 30 years since he began working as an office boy on the Peoria Board of Trade. C. C. Miles has been here over thirty-two years and the firm of P. B. & C. C. Miles is one of the best known in the west.

INDIANA.

Hobbs, Ind.—Willis Richey has bot the eltr. of M. M. Hobbs.

Oakville, Ind.—I have succeeded the Joy Grain Co.—S. C. Herman.

Evansville, Ind.—Wm. Field, a pioneer grain dealer, long retired, died July 27.

La Fayette, Ind.—The Staley Starch Co., of Baltimore, will build a factory.

Darlington, Ind.—The eltr. of George M. Malsbury was destroyed by lightning and fire Aug. 1.

Brownsville, Ind.—Grain shippers have refused to buy newly harvested wheat, and threshing has stopped until the grain dries sufficiently to be safe to store.

Lowell, Ind.—The F. C. Brown Grain & Hay Co., incorporated, capital stock \$10,000; incorporators, Henry Hathaway, Frank C. Brown, Chas. T. Bailey and Geo. B. Bailey.

Royal Center, Ind.—We have installed a new wheat dump which works like a

charm. We are glad to commend the work of the Grain Dealers Journal the past year.—W. G. Sweet.

Booneville, Ind.—Gurley Taylor, pres. of the American Society of Equity, has ordered plans and will soon ask for bids for the construction of a steel eltr. to cost \$25,000.

Crawfordsville, Ind.—I think the new inspection rules which the Buffalo Corn Exchange has adopted are satisfactory. In fact, they have conceded everything we asked, and in some particulars have granted more than we really asked. The shipper, under these new rules, is thoroly protected by the R. R. Cos., until his grain is inspected, and if the car is too full to be inspected, the consignee is compelled to order same to the eltr. for inspection within 48 hours or he personally assumes all risk. I consider the rules proposed a complete victory for the Indiana Grain Dealers Ass'n.—A. E. Reynolds, Chairman of the Com'te.

A reduction in freight rates was secured by the Indiana Grain Dealers Ass'n last month which serves again to emphasize the indebtedness of the grain dealers of the state to the organization. The Clover Leaf R. R. recently put in a six cent rate as far west as Frankfort, Ind., but it would not take effect until Aug. 12th, by which time the wheat would probably all be shipped on the old rate of seven and seven and a half cents, as the law requires a thirty day notice. At the request of Messrs. Morrison & Thompson, and other shippers on that line, Sec'y Brafford took it up with the R. R. Commission at Indianapolis, and after his statement of the facts the Commission wired the Interstate Commerce Commission, a request to grant permission to the Clover Leaf R. R. to put the new rate into effect in three days. The request was granted, and same was ordered to take effect on the 27th of July.

INDIAN TERRITORY.

Maysville, I. T.—T. J. Dobyns' eltr. burned July 30. Loss, \$6,000. The fire started from a spark from an engine falling in a pile of shucks. The plant will be rebuilt.

IOWA.

Sheldon, Ia.—Scott Logan is repairing his eltr.

Charter Oak, Ia.—R. R. Weed will erect an eltr.

Hamburg, Ia.—F. McBride & Co. have succeeded D. Hunter & Co.

Schaller, Ia.—Ira Conger has bot the eltr. of the Northern Grain Co.

Ionia, Ia.—Gilchrist & Co. will move their eltr. from this place to West Bend, Ia.

Hornick, Ia.—Geo. Terwilliger has had a flour and feed addition built by John DeKay.

Eldridge, Ia.—Lightning struck the eltr. of the Jackson Grain Co. July 25. Loss about \$20.

Dayton, Ia.—The Farmers Eltr. Co. has bot the eltr. of the Iowa & Minnesota Cereal Co.

Berlin, Ia.—Ploog Bros. eltr. is nearly completed. The work is being done by Chas. E. Newell.

Aurelia, Ia.—The 40,000-bu. farmers eltr. at this place has been completed by Chas. E. Newell.

Shenandoah, Ia.—The Grain Growers Eltr. Co., incorporated, capital stock \$4,

ooo. C. W. Fishbaugh, pres., M. Brewer, treas., A. Nordstrom, vice pres., E. C. Fishbaugh, secy.

Lisbon, Ia.—Chas. E. Newell has the eltr. and sheller plant of W. J. Fiala almost completed.

Sioux City, Ia.—The Crystal Lake Distilling Co. will erect an eltr. with a capacity of 25,000 bu.

Stratford, Ia.—Chris Williams' eltr. erected by the Younglove Construction Co. has been completed.

Parkersburg, Ia.—Kitzmiller & Schultz have finished extensive repairs and improvements on their eltr.

Merrill, Ia.—Joseph Luken of Sibley has succeeded L. F. Hodgson as agent for the Harrington Grain Co.

Schaller, Ia.—Kunz Bros., of Wesley, Ia., have bot the eltr. of J. A. Gray. They will retain R. D. Heacock as mgr.

Riverton, Ia.—I am thinking about doubling the capacity of my eltr., which at present is 15,000 bu.—S. T. Rhodes.

Rutland, Ia.—Carl Martin and C. C. Chumley have bot the eltr. of W. J. Brown and took possession Aug. 1.

Sutherland, Ia.—The Sutherland Farmers Grain & Supply Co. has bot the eltr. of the Western Eltr. Co. for \$5,000.

Rippey, Ia.—The Des Moines Eltr. Co. is putting automatic scales in its eltr.—B. F. Bradley, agt. of the Des Moines Eltr. Co.

Henderson, Ia.—W. H. Harbor has torn down his eltr. and will build a larger one. He will install an electric light plant.

Superior, Ia.—John A. Johnson, formerly agt. for D. Rothschild Grain Co. at Exira, is now with J. F. Dow & Co. at Superior.

Aredale, Ia.—I have resigned my position as grain buyer with the Farmers Eltr. Co. at this place.—J. H. Schuler, Allison, Ia.

Churdan, Ia.—A. P. Fuhrmeister, pres. of the Farmers Eltr. Co., has let the contract to Williams & Nally for the erection of its eltr.

Ashton, Ia.—R. H. Wolf, mgr. of the Farmers Eltr. at this place, has resigned. R. C. Yappen, secy. of the company will fill his position permanently.

Rock Rapids, Ia.—The St. John Grain Co. has engaged L. G. Peters as grain buyer. He also takes a half interest in the coal business of the firm.

Bennett, Ia.—Our headquarters will be at this place since the fire; our cleaning house has been moved here.—John Dammann & Co., formerly of Dixon.

Osceola, Ia.—H. W. Talbott has been negotiating with the railroads here for some time for an eltr. site and if he is successful will build a 25,000-bu. mill and eltr.

Lidderdale, Ia.—A. A. Goff has finished his term of service as grain buyer for L. J. Mighell of this place and will go to Lake City and conduct C. F. Mighell's eltr.

Havelock, Ia.—J. C. Potter, Ed Meredith, Wm. Steen, Joe Schall and George Speer have been elected directors of the farmers eltr. company, which is to erect a grain eltr.

Coon Rapids, Ia.—D. J. Jenks has bot a gasoline engine, and will install it in the eltr. which he bot recently of the Neola Eltr. Co. He will have two eltrs. at this place.

Cromwell, Ia.—Gault Bros., of Cres-

ton, have purchased the Randolph Eltr. at this point, formerly operated by Wray Bros. Both eltrs. will be controlled from one office.

Malvern, Ia.—I remodeled and sold the 15,000-bu. cribbed eltr. of D. W. Zehr, to Mr. Le Donner. I also sold the office, scales and dump at Clark, Ia., for \$3,500.—J. D. McClean, Peoria, Ill.

Struble, Ia.—The farmers have organized a company for the erection of an eltr. and have elected the following officers: William Nicholson, pres., Louis Henrich, treas. J. W. Mahon, secy.

Des Moines, Ia.—The pure feed law is declared unconstitutional by the attorney of the Millers National Federation, by reason of the discrimination between feed ground in the state and feed shipped in from other states.

Blanchard, Ia.—Walkinshaw & McKee Bros. have the foundation in and frame up for the new grain eltr. The building will not be as large as the old one but will be constructed on up-to-date plans, with cement dumps.

Blanchard, Ia.—The Blanchard Mill & Eltr. Co. is building a new eltr. and storage house. The building will have a capacity of 6,000-bu. of wheat, and an underground carrier will carry the grain to the mill for grinding.

New Sharon, Ia.—I bot the eltr. here of A. W. Augspurger and took possession July 12. We are building a new mill house for custom grinding and will put in a new mill. We will erect a building 20x40 ft. for seeds and grain.—Wm. K. Neill.

Prescott, Ia.—We have sold our plant to Robert E. Brown, a farmer living here. The other plant is owned and operated by T. A. Cavern, who is R. E. Brown's father-in-law, so that these two plants will run without any fighting.—Abraham & Randolph.

John Crosby of the Washburn-Crosby Co., Minneapolis, has given an opinion that the Iowa pure feed law is unconstitutional, because it discriminates in favor of mill feeds manufactured within the state, which are not required to pay an inspection fee.

Kamrar, Ia.—Geo. S. Neel, J. H. Neel and W. A. Neel have bot the eltr. and grain business of J. W. Pearce & Son at this place and took possession. The new firm name will be Neel Grain Co. with headquarters at this place.—W. A. Neel, Neel Grain Co.

Marshalltown, Ia.—Cook Bros., of Wa-pello have bot the eltrs. of E. D. Hamlin, at this place, Zearing, McCall'sburg and Roland. The new company will have its headquarters at this place. Mr. Hamlin's reason for selling his interests is that he could not manage them from Des Moines.

Burlington, Ia.—The Armour Grain Co., which has opened the large Burlington Railroad Eltr., has requested the Commercial Exchange to appoint a grain inspector and weighmaster. The Exchange has chosen Conrad Johnson, formerly inspector at Omaha, as chief inspector.

Council Bluffs, Ia.—William Kraak, an employee of the Peavey Eltr. Co., was fatally crushed July 27. While he was at work another employee descended from the upper floor in the passenger lift and Mr. Kraak was caught between the floor and the cage and crushed about the chest. He was 69 years old.

Ireton, Ia.—The Farmers Co-operative Ass'n has bot the Ireton Roller Mills of

A. G. Ensign and is having the building remodeled into an eltr. with a capacity of 30,000 bus. Mr. Ensign has taken the machinery and steam engine. The equipment of the eltr. will include a 15-h.p. Fairbanks-Morse Gasoline Engine, a cleaner and a grinder.—D. J. DeBeer, mgr.

KANSAS.

Bern, Kan.—Steiner Bros. have succeeded J. C. Vanier.

Oakley, Kan.—A farmers eltr. is being built, with a capacity of 20,000-bu.

Dodge City, Kan.—The Colorado Milling Co.'s new eltr. and mill is rapidly being completed.

Sabetha, Kan.—William Hossach, of Altus, Okla., has bot the mill site and eltr. of Roberts & Bothwell.

Harper, Kan.—Lewis White has bot the eltr. of the Farmers Eltr. Co. He is having the eltr. overhauled.

Anthony, Kan.—E. B. Leslie and B. Sloop have bot the eltr. of the Farmers Eltr. Co.—E. B. Leslie, of Anthony Eltr. Co.

Effingham, Kan.—Cavanaugh & Kelly have disposed of their general merchandise and will continue in the grain and coal business.

Ottawa, Kan.—Creditors of the Ottawa Grain & Milling Co. have elected F. M. Harris their trustee. Mr. Harris was the temporary receiver.

McPherson, Kan.—O. D. Wilson, of Mellow will re-open the eltr. formerly operated by the Farmers Eltr. Co. for the Midland Eltr. Co.

White Cloud, Kan.—W. L. Lynds has traded his mill and eltr. to W. F. Lyons for a farm, but he will continue to operate it under lease.

Rossville, Kan.—J. C. Bradley will build a 15,000-bu. eltr. east of his present location. He expects to have the eltr. ready in ninety days.

Ray, Kan.—The Ray Grain Co. has installed a Combined Grain Cleaner and Pneumatic Car Loader made by the Mat-ton Grain Conveyor Co.

Girard, Kan.—C. Hitz & Son have only some pulleys and shafting left of the old eltr. torn down, the remainder of the machinery having been stolen.

Crystal Springs, Kan.—The Gill Grain Co. of Harper has bot the eltr. of the Farmers Co-operative Shipping Ass'n. Ira Shafer is in charge of the eltr.

Burlington, Kan.—Reid & Gibbon have bot the site of the Burlington Roller Mills for \$750. The mill was burned some time ago. A feed mill will be put in and a large eltr. will probably be erected.

Redwing, Kan.—S. S. Haynes, who has had charge of the eltr. of the Thorsten-berg Grain Co., has resigned his position with that company and has accepted a similar position with the Pratt Milling Co. of Mullinville, Kan.

Concordia, Kan.—B. T. Gould, a brother of D. G. Gould, has succeeded the latter as mgr. of the eltr. of the Midland Eltr. Co., here coming from Hollis, where he has had charge of the business of the same company for the past five years.

Topeka, Kan.—No changes were made in the Kansas grades of grain by the state grain commission at its annual meeting July 25, with the single exception that the weight of durum wheat was reduced from 56 to 55 lbs. Suggestion had been made that the weight for No. 2

wheat be reduced from 59 to 57 or 58 lbs., and Chief Grain Inspector John W. Radford's suggestion that the Uniform Grade Congress' moisture test for No. 2 corn be used was adopted.

Delia, Kan.—The Sarbach-Camden Grain Co. is thinking of putting in a general merchandise, lumber, grain and feed store. The company is building an eltr. costing \$20,000. Mr. Camden will fill the place of Ed Reser as buyer for the company.

Scottsville, Kan.—The youngest son of William Wilson, who is employed at the eltr. of Marsh & Burke, was recently nearly buried under wheat in one of the dumps. Two boys were playing in the dump. Mr. Wilson and two men shoveled grain several minutes before the boy was rescued.

Atchison, Kan.—A Board of Trade is being organized, W. S. Washer being chairman of the temporary organization and Edward Lukens, secy. Country grain shippers will be invited to join the Board which is expected to become a live institution, Atchison being a center of activity in the grain and milling business.

Wichita, Kan.—Atty.-Gen. Jackson has petitioned the Sedgwick County district court to compel the Southern Kansas Millers Club and the Southwestern Bureau of Information to file their books with the court, to show that the millers agree on the price to be paid for wheat, on division of trade and on prices to be quoted on mill products.

Topeka, Kan.—The new feeding stuffs law, which went into effect July 1, requires feed millers to register annually with the state experiment station the name, brand and guaranteed composition of the concentrated feeding stuff and the name and address of the manufacturer or seller, with a fee of \$10 for each brand and \$50 for each brand of medicinal stock food selling for more than \$40 per ton. At the request of the director of the experiment station the manufacturer is required to furnish a list of all dealers in the state selling the brand. All concentrated feeding stuffs shipped into the state are taxed 25c per ton for inspection, and every package must bear a tax tag, furnished by the experiment station in lots of 400. The penalty for failure to comply with the provisions of the law and for offering for sale feeds that are not equal to the guaranteed analysis is a fine of \$50 to \$200 and costs, which is doubled for a second offense. In Bulletin No. 146 of the experiment station it is explained that a distinction is made between concentrated feeding stuffs produced in the state and those imported into it. All feeds, without exception, that have been subjected to any grinding, milling or mixing process, or to any process whereby the composition of the original material is altered, must bear a printed label which shall state the name and address of the manufacturer, the name of the feed, the net weight of the package, and the guaranteed percentage of fat and protein. In addition to the label, all such feeds imported into Kansas and sold, offered for sale, held for sale or in the possession of any one within the state, must bear at least one tag certifying that the tax has been paid on 100 lbs. or a fraction thereof. No one can be in possession of such imported concentrated feeding stuffs upon which the inspection tax has not been paid without becoming liable to the penalties set forth in section eight of the law, except as provided in section eleven.

KENTUCKY.

Greenville, Ky.—The Greenville Milling Co., incorporated, capital stock \$24,000; incorporators, J. W. Lamb and C. W. Roark of Greenville, and N. W. Eades of Paducah.

Covington, Ky.—The Cincinnati Grain Co. has petitioned the authorities to reduce the charge for weighing a wagon load, which is now 25 cents. The charge for weighing a car is \$1.

Louisville, Ky.—Our state has a new law levying a special tax on each insurance policy in companies not authorized to do business in the state, but I see no reason for policyholders disclosing the possession of such policies. The tax levied by the politicians upon the authorized companies is eventually paid by the policyholders in the state, but they never give anything of value in return.—C. R.

LOUISIANA.

New Orleans, La.—J. V. Micolo, a rice buyer, and a member of the Board of Trade since its organization, died July 26.

Crowley, La.—The American Rice Packing Co., incorporated; capital stock, \$500,000; Chas. Cormier of New Orleans, pres. The company contemplates packing rice in 10 and 25-cent cartons for sale to the consumer.

Crowley, La.—The Star Rice Milling Co., incorporated, capital stock \$75,000. A. B. Allison, pres. and mgr., J. R. Roller, vice pres. and E. E. Edmundson, secy. and treas. The company will run the Star Mill A, at Crowley and the White Swan Mill at Morse.

Jennings, La.—The Northern Rice Milling Co., incorporated, capital stock \$100,000. Police Juror George W. Hathaway is pres. The board of directors are: James Milliken, John Ulrich, George Feere, Alex. R. McMurtry, Frank H. Nichols, John R. Rogers and Geo. Hathaway.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Aug. 1 amounted to 4,272,227 bus. of wheat, 7,287,757 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 1,621,655 bus. of wheat, 18,172,655 bus. of corn, 3,729,054 bus. of oats and 1,081,075 bus. of barley for the corresponding months of 1905-06, as reported by L. W. Richeson, chief grain inspector of the New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—The Northern Central Railroad Co. has purchased ground for additional terminal facilities at Calvert station.

Baltimore, Md.—Frank A. Noble died at his home July 30. He was 62 years old and a member of the Chamber of Commerce.

Baltimore, Md.—Louis P. Goldsborough has made a settlement with creditors of Goldsborough Bros. and has resumed business.

Baltimore, Md.—The Chamber of Commerce will procure a motor boat to enable the grain inspectors to work on vessels at anchor.

Baltimore, Md.—The terminal committee of the Chamber of Commerce has formally requested the Pennsylvania Railroad to put in an additional drier and a leg at No. 1 Eltr., Canton; the Baltimore & Ohio to put in a new drier and a

new eltr. at Locust Point, and the Western Maryland to build an eltr. at Port Covington.

Baltimore, Md.—Lloyd Dorsey, who left the inspection department 3 years ago to go with Stude & Co., has been re-employed as assistant grain inspector by the Chamber of Commerce.

Baltimore, Md.—The Baltimore & Ohio Grain eltr. C at Locust Point has been closed for 10 days for needed repairs. Eltr. B is being used in handling both eastern shore and western grain.

Taneytown, Md.—Grain dealers in this vicinity some time ago agreed to discontinue loaning bags after June 1. All have abided by the agreement and have succeeded in doing away with this useless expense.

Baltimore, Md.—The Baltimore & Ohio Railroad Eltr. at Henrietta and Howard streets was burned Aug. 8, with 8,400 bus. of grain, chiefly corn. Loss, on building, \$125,000; on contents, \$50,000. Insurance on building, \$100,000.

Baltimore, Md.—A marriage ceremony was performed recently in the office of Kirwan Bros. Grain Co. by the Rev. A. F. Jeffers. The couple were friends of E. H. Stern, who is connected with the firm, and strangers in the city.

MICHIGAN.

Jackson, Mich.—The Stockbridge Eltr. Co. is repairing its eltr.

Mecosta, Mich.—The M. Carman Co., of Big Rapids, has bot the eltr. of G. S. Wilson, and has completed a cement office building.

Portland, Mich.—I have withdrawn from the firm of F. S. Lockwood. The business will be run under the same name as before.—H. J. Hankins, Elsie.

Cassopolis, Mich.—C. E. Carpenter of Schoolcraft, Mich., has bot the eltr. of the Grand Trunk, and his son A. Carpenter will manager the eltr.—Carpenter & Kalmbach, Edwardsburg.

Caro, Mich.—M. H. Vaughan & Sons Co. incorporated, capital stock \$15,000; incorporators, M. H., H. M., C. F. and M. H. Vaughan. The company has taken over the business of M. H. Vaughan.

Quincy, Mich.—The McKenzie Cereal Food Milling Co. has ordered a No. 3 Ideal Hess Drier and Cooler to be shipped and installed immediately. While this machine is purchased particularly for drying buckwheat, it is intended for use on grain of any other kind that may require drying.

Sault Sainte Marie, Mich.—The Soo Milling Co. has passed into the hands of Thos. Blain, as receiver. The Musselman Grocery Co. is operating it under lease, which expires Jan. 1, and the company will not re-lease unless some improvements are made, including the building of an eltr. to cost \$30,000.

MINNEAPOLIS.

The Sterling Eltr. Co., which was incorporated recently, began business Aug. 1.

Robert Schoeneman has brot suit against L. T. Soule & Son to recover \$5,100, alleged to be due on grain transactions.

Grain and feed bins with a capacity of 225,000 bus. will be built in the new plant of the International Sugar Feed Co., which has recently been organized by M. W. and E. B. Savage and H.

Wehmann. S. L. Fraser is superintending the installation of the machinery and will have charge of the factory when completed. The main building is of concrete, four stories high.

The contract has been let for the erection of a malt eltr. for the Gluck Brewing Co. The building will be of brick and will cost \$22,000.

A. W. Gilbert and K. Maxfield are candidates for the position of official grain sampler of the Chamber of Commerce for the coming year.

Minneapolis received its first car of new grain this season Aug. 1. It was 1 car of No. 2 winter rye shipped from Hastings to T. M. McCord Co.

The railroads have asked the state railroad and warehouse commission for permission to raise the minimum carload weight of flour from 24,000 to 30,000 lbs.

The Wright Eltr. & Milling Co., incorporated, capital stock \$500,000; incorporators, M. C. Wright, F. W. Densmore, J. K. Anderson and G. G. Cameron.

The Chamber of Commerce has voted to continue the special assessment of \$30 per year on each membership for 5 years, and will devote the money to needed improvements.

Arrangements are being made by John D. Shanahan, expert in charge, for the installation of a moisture testing and grain grading laboratory in the Chamber of Commerce bldg.

The date of the ball game with the visitors from Chicago has been set at Aug. 17, instead of Aug. 10. The Chamber of Commerce team will do its best to wipe out the defeat by the Chicago Board of Trade players. The game will be played on the grounds at Northrop Field, near the university.

John G. McHugh has taken up his new duties as secy. of the Chamber of Commerce in place of L. T. Jamme. Mr. McHugh is 33 years of age and managed a line of lumber yards for the Smith & Rogers Co. of Minneapolis before his removal to Winnipeg, Man., in 1903, where he managed the office of the McHugh-Christensen Co. At Winnipeg Mr. McHugh became a director of the Grain Exchange and of the clearing house ass'n. He is considered one of the best informed young men in the northwestern grain trade.

MINNESOTA.

Stephen, Minn.—W. H. Hurlburt and Jas. Potter will erect an eltr.

Adrian, Minn.—Zehnfenning & Mueller have bot the eltr. of J. T. Scroggs.

Kasota, Minn.—Hubbard & Palmer will erect an eltr. on the Milwaukee road.

Zumbro Falls, Minn.—The R. E. Jones Co. is building an additional cupola on its eltr.

Hanska, Minn.—John H. Lee will take charge of the Great Western Eltr. Co.'s eltr.

St. Peter, Minn.—The Plymouth Eltr. Co. will remodel its eltr. into a cleaning house.

Ormsby, Minn.—The Ormsby Farmers Grain Co. has employed J. M. Johnson as grain buyer.

Vermillion, Minn.—The Rex Eltr. Co. of Minneapolis, has bot the eltr. of the Farmers Eltr. Co.

Brownsdale, Minn.—The Pierce-Stephenson Eltr. Co., has been dissolved, taking effect Aug. 1, Mr. Stephenson selling

out his interest to W. H. Pierce. Mr. Stephenson retains half interest in the eltr. here.

Browns Valley, Minn.—Linquist Bros. will erect an eltr. on the Minnesota side of Traverse Lake.

Duluth, Minn.—G. Spencer will succeed M. J. Forbes as pres. of the Consolidated Eltr. Co.

New Ulm, Minn.—The Farmers Eltr. Co. has secured Fred Becker of Courtland as wheat buyer.

Winnebago, Minn.—The Christensen Milling Co., of Madelia, has bot the eltr. of the Peavey Eltr. Co.

Georgetown, Minn.—The Minneapolis & Northern Eltr. Co. has employed Hans P. Skorstad as grain buyer.

Ihlen, Minn.—The Farmers Eltr. Co. has chosen L. I. Demary, of LeMars, Ia., as buyer, and will reopen.

Hancock, Minn.—The Hancock Market Co. has let the contract to W. J. Awe for the erection of the farmers eltr.

Le Sueur Center, Minn.—The Minnesota Grain Co. is erecting eltrs. along the Great Northern Ry. in North Dakota.

Faribault, Minn.—The Farmers Co-operative Eltr. Co. is building a brick addition to be used as an office building, 14 x 20 ft.

Jackson, Minn.—Will Auten, who has charge of Henry Rippe's eltr., has been transferred to Pipestone, and will move his family there.

St. James, Minn.—C. S. Christenson Co. is having its eltr. remodeled and will handle flour and feed in connection with the grain and coal business.

Willmar, Minn.—I have succeeded C. S. Harris as mgr. of the transfer and cleaning house of the Minnesota & Western Grain Co.—L. F. Hodgson.

Fairfax, Minn.—The Farmers Co-operative Eltr. Co. has just completed its large coal shed and will handle a full line of coal. F. Bloedow is mgr.

Lake Crystal, Minn.—Fire broke out in the eltr. of Marston & Larson July 23, from the exhaust pipe of the gasoline engine, and scorched the end of the building.

New Ulm, Minn.—State grain inspection will begin here Aug. 15, the local mills having guaranteed the expense, \$125 per month. The fee will be 20 cents per car.

Marshall, Minn.—The Mutual Eltr. Co. has elected the following new officers: E. L. Leeland pres. and mgr., L. M. Burgeson vice pres., P. P. Ahern, secy. and Agnes D. Leeland, treas.

Goodhue, Minn.—Macaroni wheat milling will be undertaken by the Marcus Milling Co. Alexander Huhn has taken an interest in the business and will handle the trade from Minneapolis.

Lismore, Minn.—Greig & Zeeman have a crew of men at work building an addition to their eltr. The addition will be 16 x 26 ft. at the base, and will connect with the roof of the other building.

Canby, Minn.—M. A. Mortenson & Co. has been dissolved and the Swenson Eltr. has been leased by the Mutual Eltr. Co., which hired O. E. Nygren as mgr. Mr. Mortenson will assume the management of the Farmers Eltr. Co., at Burr.

The Tri-State Grain Dealers Ass'n, which has been very successful in its territory, has now extended its territorial limits to include all parts of Minn. No regular eltr. operator can afford to deny

his business the advantage of membership, the cost of which is merely nominal as compared with the benefits. If not a member better write Sec'y J. J. Quinn today for particulars.

Duluth, Minn.—The trestle leading to the Peavey Duluth Terminal eltr. was burned out about two feet recently. Two cars of wheat were destroyed. Access to the eltr. was shut off for a few days. Sparks from a locomotive caused the fire.

Duluth, Minn.—Herbert M. Gray of Marshall, one of the flaxseed inspectors at Minneapolis, H. P. Bjorge, formerly a member of the legislature, of Ottowa County, have been appointed members of the state board of grain appeals to succeed Theo. Thorson and P. McCarger.

Duluth, Minn.—The total shipments of all grains from Duluth-Superior for the crop year prior to Aug. 1 have been 86,663,000 bus, against 75,726,000 bus. for the preceding crop year, as reported by Chas. F. Macdonald, secy. of the Board of Trade. Receipts of durum wheat alone were 24,000,000 bus., against 9,500,000 bus. the preceding crop year.

St. Paul, Minn.—Ashley Coffman, receiver of the Wisconsin Grain & Stock Co. bucket-shop, has found on the books liabilities of \$134,000, and assets of \$74,000. He has discovered only \$28,000 cash on the basis of open accounts the dividends to creditors should be about 25%; but as none of the customers' margins were invested the receiver is considering whether to deduct from the amount received from each customer the amount paid by the company to him.

Duluth, Minn.—A Milwaukee broker is reported to have contracted for all the fine seed screenings to be put out during the season by three Duluth eltrs. The broker is understood to grind them into a feed which he exports to Baltic markets. To his operations is largely attributed an increase in the price of such screenings, which are composed mainly of wild field seeds. Formerly, coarse screenings consisting of broken wheat, etc., brought \$1.50 per ton more than the fine seed. Now the reverse is the case—the fine seed commands a premium of \$1.50 over the other.—*Northwestern Miller*.

GRAIN TRANSFERRED FROM COUNTRY TO TERMINAL MUST BEAR LAWFUL CHARGES.

Attorney General E. T. Young in a letter to the chairman of the Minnesota Railroad and Warehouse Commission, said:

"I have your favor of the 1st inst. relative to the form of warehouse receipts to be issued by country warehouses as provided by the law of 1907. In our conversation about the matter you stated that certain warehousemen were objecting to the form of ticket for the reason that by its terms it seemed to bind them to deliver the grain described therein at any terminal point, upon the same line of railway within the state, that might be designated by the owner, where state inspection and weighing were in force, without providing for the payment of freight thereon from the point of receipt to the point of possible delivery.

"In this connection my attention has been called to Section 2000, Revised Laws 1905, which covers the point in controversy. That section provides the procedure in a case where the owner of a ticket, received from a country warehouse, desires to have the grain therein described delivered at a terminal point.

He must surrender the original ticket received from the warehouseman and receive from him a new certificate specifying the kind of grain, the grade, and the net quantity, exclusive of dockage, to which he is entitled. It further provides that such grain shall be subject to freight and other lawful charges accruing up to the time of delivery at the terminal point. This section of the Revised Laws is not repealed by the enactment of 1907, which prescribes the form of ticket, and the section therefore continues in force and clearly defines the rights of the parties in cases where delivery at a terminal point is demanded. In view of this section it is not necessary that the ticket should state in express terms that the owner of the wheat must pay the freight thereon. The law of the state is always a part of every contract, and this law fixes the duty upon the owner to pay such freight and he therefore must do so."

NEW 1907 LAWS FOR COUNTRY ELEVATORS.

The three new laws regulating public local warehouses which became effective in April are now being enforced by the state railroad and warehouse commission of Minnesota and are as follows:

Chapter 112.—Annual Reports.—Section 1. That section 2091 of chapter 28 of the Revised Laws of Minnesota for 1905 relating to reports to the railroad and warehouse commission be and the same hereby is amended so as to read as follows: "Section 2091. Every such warehouseman shall on or before the fifteenth day of July in each year render such commission on blanks or forms prepared by it an itemized and verified report of all business transacted by him as a public warehouseman during the year beginning July 1 of the preceding year and ending June 30 of the current year. Such report shall state the grade, gross weight and dockage of all grain of various kinds in his warehouse at the beginning of the year, the grade, gross weight and dockage of all grain received, the grade, gross weight and dockage of all grain shipped or delivered from such warehouse and the grade, gross weight and dockage of all grain remaining in the warehouse at the end of the year, and such report shall particularly specify and account for any overage or shortage in any kind of grain accruing during the year. Such report shall also state the weight basis upon which all such grain has been received, and the weight basis on which the same has been shipped or delivered. The commission may also require special reports from such warehouseman at such times as the commission may deem expedient. The commission may cause every such warehouse and the business thereof and the mode of conducting the same to be inspected by one or more of its members or by its authorized agent whenever deemed proper, and the property, books, records, accounts, papers and proceedings of every such warehouseman shall at all times during business hours be subject to such inspection.

Chapter 252.—Bushel Weight.—Pooling.—Section 1. No person purchasing, selling or storing grain in any public local warehouse in this state, as the same is now or may be hereafter defined by law, shall use any other measure for such grain than the standard bushel, and no other number of pounds shall be used or called a bushel than the number of pounds provided by law as the standard weight of the kind of grain in question.

Sec. 2. It shall be unlawful for any person, firm, or corporation engaged in the buying, selling or handling of grain in any public local warehouse in this state, or for the local agent in charge of such warehouse, or any other agent of the person, firm or corporation, operating the same, to enter into any contract, agreement, combination or understanding with any other person, firm or corporation, owning or operating any other public local warehouse at any railway station, their agent or agents, whereby the amount of grain to be received or handled by said warehouses, at such station, shall be equalized or pooled between said warehouses, or whereby the profits or earnings derived from said warehouses shall be divided or pooled, or apportioned in any manner, or whereby the price to be paid for any kind of grain at such station shall be fixed or in any manner affected, and each day of the continuance of any such agreement, contract or understanding shall constitute a separate offense.

Sec. 3. Any person, firm or corporation or any officer or agent of any person, firm or corporation, who shall violate the provisions of this act shall be guilty of a misdemeanor and shall be punished by a fine of not less than \$50 or more than \$100, and by imprisonment in the county jail for not less than thirty days, or more than three months. The railroad and warehouse commission of this state shall have the power, and it shall be their duty, whenever they find, after a hearing, that the provisions of this act have been violated by any person holding a license to conduct a public warehouse in this state, to revoke and annul such license, and in such case no new license shall be granted to the person whose license is so revoked nor to any one either directly or indirectly engaged with him in said business, for the period of one year.

Sec. 4. Section 2098 of the Revised Laws, 1905, is hereby repealed.

Chapter 230.—Receipts.—Section 1. That section 2087 of the Revised Laws of 1905 be and the same hereby is amended so as to read as follows:

Section 2087. Every public warehouseman shall receive for storage and shipment, so far as the capacity of his warehouse will permit, all grain in suitable condition for storage tendered him in the usual course of business, without discrimination of any kind. A warehouse receipt in the form [on page 115 of the Grain Dealers Journal for July 25] shall be issued. The receipts shall be consecutively numbered and delivered to the owner immediately upon receipt of each lot or parcel of grain, giving the true and correct grade and weight thereof. Any provision in such receipt not contained in the above form shall be void. The blanks in the stub shall be filled to correspond with the receipt and kept as a record for inspection by the commission or interested parties. The failure to issue such receipt as directed, or the issuance of slips, memoranda or any other form of receipt, shall be deemed a misdemeanor, and no slip, memoranda, or any other form of receipt shall be admissible in evidence in any civil action.

Sec. 2. There shall be printed in red ink on the reverse side of such storage receipts, a receipt to be executed in case such storage receipt is purchased by such warehouseman, and such receipt shall be executed in the presence of the owner of such storage receipt, and the warehouseman shall also record such purchase as

to the total amount paid and the amount paid per bushel on the stub record of his storage receipt book. Such receipt shall be in the following language and form, and any other form is hereby prohibited:

Received from.....Elevator Companydollars at the rate ofdollars per bushel in full for the grain represented by this storage receipt. All blank spaces in this receipt were filled in before the same was signed by me. Signed.....Owner. Date.....190...

Provided that nothing in this section contained shall be construed to affect in any manner the conditions of any storage receipt.

MISSOURI.

Clinton, Mo.—George Lingle has bot the grain business of C. L. Orth.

" St. Louis, Mo.—The Pendleton Grain Co. has removed to the Pierce bldg.

Miami, Mo.—McCoy Bros. have bot the grain business and warehouse of Burruss Bros.

St. Louis, Mo.—The Ralston Purina Co. has purchased two No. 3 Ideal Hess Driers for drying corn.

Kansas City, Mo.—The Marshall & Michel Grain Co. has removed its headquarters from Joplin to this city.

St. Louis, Mo.—The C. H. Albers Commission Co. has removed from the Merchants Exchange to the Pierce bldg.

Carrollton, Mo.—O. A. Talbott of Keokuk, Ia., has just completed a 5,000-bu. eltr. at this point. Chas. Wright is mgr.

St. Louis, Mo.—Thomas Bradshaw, for 25 years a member of the Merchants Exchange, died Aug. 2, from a stroke of apoplexy. He was 48 years old.

St. Louis, Mo.—Shorts in July oats settled with the P. P. Williams Grain Co. at 50 cents, a figure considered profitable to the bulls and not unduly extortionate.

Jasper, Mo.—The Brandt-Dunwoody Milling Co., of Joplin, has bot the eltr. of the C. S. Haylett Eltr. Co. Chas. Haylett will remain in charge for the company, assisted by Fred Schooler.

Kansas City, Mo.—E. S. Jones, for many years an active trader on the Chicago Board, has taken an interest in the Hall-Baker Grain Co., and will establish an option department.

Kansas City, Mo.—W. A. Moses and O. V. Dodge have formed a partnership under the name Moses-Dodge Grain Co. Mr. Dodge was formerly vice pres. of the Kansas City Hay Press Co., and has applied for membership in the Board of Trade.

St. Louis, Mo.—Against the protest of C. H. Albers the National Bank of Commerce recently paid to the holder the \$35,000 of margins deposited by the C. H. Albers Commission Co. in 1905. The company had refused to indorse the certificates on the ground that an attempt had been made to corner wheat. Under the rules of the Merchants Exchange the directors then indorsed the certificates, but the bank waited until the supreme court some time ago denied the company's petition for an injunction to restrain payment. This precedent is expected to be valuable as upholding the rules of exchanges for the settlement of trades.

MONTANA.

Mondak, Mont.—DeLaney Bros. of Williston, N. D., have let the contract to T. E. Ibberson for the erection of an eltr.

NEBRASKA.

Norman, Neb.—I am out of the grain business.—R. Inskip.

Eustis, Neb.—P. K. Winther has succeeded Winther Bros.

Gordon, Neb.—The machinery for the new eltr. of the Gordon Mill Co. is being installed.

Bertrand, Neb.—W. M. Bruce and the Foster Grain Co. are overhauling and repairing their eltrs.

Fullerton, Neb.—The Fullerton Eltr. Co. is making improvements on its eltr. to take care of the new crop.

Grand Island, Neb.—D. Gilbert & Son have installed an improved Hall Signaling Grain Distributor in their eltr.

Lincoln, Neb.—J. S. Ewart was married July 18 to Miss Mary Parsons. Mr. and Mrs. Ewart left for a trip to Colorado.

Boone, Neb.—The Trans-Mississippi Grain Co. will equip its eltr. with an improved Hall Signaling Grain Distributor.

Alda, Neb.—John Eagan, who has been buying grain at Gibbon for the Omaha Eltr. Co., has been transferred to this place.

Wakefield, Neb.—The Farmers Eltr. Co. has let the contract for the erection of its 25,000-bu. eltr. to be completed by Sept. 1.

Hollinger, Neb.—The Enterprise Grain & Live Stock Ass'n incorporated; capital stock \$8,000. The company will probably build an eltr.

Avoca, Neb.—Margaret Graham, executor of the will of the late Joseph Graham, has sold the Graham eltr. to Nutzman & Marquardt.

Omaha, Neb.—At present time Omaha is bidding more than Chicago for oats. Compared with prices here Chicago is out of line.—G. H. Lyons.

Blue Springs, Neb.—The Omaha Eltr. Co.'s eltr., which has been closed for some time, has been opened for business, with R. Delair in charge.

Hoskins, Neb.—W. S. Deal, who has been mgr. of the eltr. for the Anchor Grain Co. at Ponca, has moved here and will engage in the grain business.

Omaha, Neb.—The Thompson Grain Co. will erect a small eltr. of 25,000 bus. capacity, work to begin soon, if good crops result from this year's harvest.

Jackson, Neb.—I have been transferred from this place to Garretson, S. D. John Hagan of this place will take this station.—E. A. Bailey, agt The Atlas Eltr. Co.

Omaha, Neb.—The Missouri Pacific is said to have compromised with the Grain Exchange and will haul grain to Omaha at a rate equal to the joint rate of other roads.

Walhill, Neb.—Two new eltrs. will be built at this place. The Devereux Eltr. Co., of Minneapolis, will erect one and McMasters & Needham will build the other.

Omaha, Neb.—The Weekes Grain & Live Stock Co. got the first two cars of new wheat which was shipped to this market. It tested 62½ and 63 pounds per bu.

Ragan, Neb.—The J. W. Anderson Grain Co. has been making some improvements on its eltr. and has put in automatic scales with a capacity of 1,000 bu. per hour.

Omaha, Neb.—The speculative business here is immense. It is large enough here at times in Omaha to swing the market at Chicago. The Union Pacific R. R.

charges \$2 for switching grain to its own eltr. and 1¢ per cwt to other eltrs. Such a proposition is unjust and will probably be taken up with the Interstate Commerce Commission.—J. E. von Dorn.

Atlanta, Neb.—I hot the eltr. formerly operated by Vandell & Will and will conduct it in connection with my other stations.—C. B. Seldomridge, Colorado Springs, Colo.

Uehling, Neb.—We are going to build an oats storage to our eltr. 20 x 24 ft. and 34 ft. high. L. Buege will do the work.—J. K. Johnson, mgr. the Farmers Grain & Stock Co.

Lincoln, Neb.—The movement of new wheat from southern and central Nebraska is said to be very heavy, over 1,000 cars being loaded daily on the Lincoln division of the Burlington.

Murdock, Neb.—I find lots of good information in the Grain Dealers Journal, and as long as I am in the grain business I will take it.—J. T. Ridgeway, agt. the Lincoln Grain Co.

Firth, Neb.—McElvain & Damrow have bot the W. J. Crandall mill and will soon be operating it. The Firth Grain & Lumber Co. will remodel its eltr. the latter part of this month.—M. H. Wittstruck.

Barney Sta., Peru P. O., Neb.—The Jones Grain Co.'s eltr. had a narrow escape from going into the river July 23. It was moved scarcely an hour before the spot on which it stood caved into the river.

Table Rock, Neb.—The new station between here and Humboldt will be called Sherman and the Omaha Eltr. Co. is making arrangements to erect a large eltr. at this place to be used as a cleaning house.

Tamora, Neb.—T. B. Hord Grain Co., of Central City, has bot the eltr. of F. H. Linville, for \$3,210. This is one of twenty-seven eltrs. that this company owns on the Union Pacific and Burlington lines.

Plymouth, Neb.—The farmers of this vicinity have organized a Co-operative Grain Co. The directors are R. Becker, Louis Koenig, E. Mader, W. F. Bruegger, P. F. Orth, pres.; and Henry Heiliger, secy.

Omaha, Neb.—The baseball team of the Real Estate Exchange has been absorbed by members of the Grain Exchange and renamed the Omaha Grain Exchange Baseball Team. Most of the members of the team have been employed in the offices of the grain brokers.

Omaha, Neb.—The Nye-Schneider-Fowler Co. was given judgment for \$1,446 against the Missouri Pacific Railroad by Judge Hollenbeck July 20 under an agreement to pay elevation allowances. It is said an appeal will be taken to the supreme court.

Omaha, Neb.—It is the purpose of the Weekes Grain & Live Stock Co. to build an eltr. either here or at Council Bluffs, work to begin within the next six months. It will be a modern eltr. of fire proof construction and will have a capacity of from 150,000 to 200,000 bu.

Plattsmouth, Neb.—A meeting was held here recently at the Watson hotel by the grain dealers along the Missouri Pacific who have banded together to protect themselves from the poor service of the railroads. Plans to overcome the expected car shortage were discussed.

Wood River, Neb.—With regard to the complaint by S. MacMurray to the Interstate Commerce Commission of dis-

crimination in car supply, J. A. Munroe, freight traffic manager of the Union Pacific says: "He wants us to give him an eltr. site on the wrong side of the track and when we insist he puts his eltr. on the same side as other people he does not like it. We have no desire to discriminate against MacMurray and have done our best to see that he gets his fair quota of cars. I thought that matter was all threshed out last fall when we made our answer to the Commission."

Omaha, Neb.—We are handling lots of new wheat now. The quality is very good and the yield in many places is 35 bu. per acre. There is some little wheat that is coming in damp on account of wet weather, which has to be put in storage and turned. I would advise grain dealers to ship grain dry as possible, for dockage is often heavy at eltrs. The Union Pacific which owns the bridge over the Missouri river has given us some trouble with switching charges here, but business generally is satisfactory. We have improved our eltr. at Council Bluffs and built a new warehouse.—E. A. Nordstrom, mgr. Neb. Hay & Gr. Co.

NEW ENGLAND.

Hartford, Conn.—The Daniels Mill Co. lost seven horses by fire July 28, and several trucks. Loss, \$2,500.

Lawrence, Mass.—The mill of Frank E. Chandler was almost entirely destroyed by fire July 23. The property is insured.

Bowdoinham, Me.—W. B. & E. P. Kendall's grain mill on the banks of the Sagadahoc River was burned Aug. 1. Loss \$20,000.

Boston, Mass.—F. H. Taylor, Hyde Park, Mass., and L. A. Pike of this city have applied for membership in the Chamber of Commerce.

Wilmington, Vt.—The Berkshire Coal & Grain Co. and Guy E. Whitney of West Marlboro will erect a grain and feed store. The building will be 38x24 ft. and 2½ stories high.

Sherborn, Mass.—The Boston Branch, incorporated, capital stock \$5,000; John T. Wood, of Sherborn, pres.; E. D. Wood, of Sherborn, treas.; George A. Sweetser, of Wellesley Hills, clerk.

Nashua, N. H.—An agreement that in the future no bags will be loaned has been signed by the following grain dealers: O. B. Tilton, McQuesten & Co., M. J. Fletcher, W. F. Peel, J. S. Kemp, Daniels & Gilbert and Baker Bros. The agreement will do away with the losses suffered by the dealers each year thru the persons loaning bags failing to return them. Customers will be required to bring their own sacks or pay for them, the price to be refunded on the return of the sacks.

NEW JERSEY.

Boonton, N. J.—C. H. Leonard Co., incorporated, capital stock \$125,000. The company will handle grain, flour and cereals.

NEW MEXICO.

Roswell, N. M.—The first grain eltr. to be erected at Roswell and the only eltr. in this part of New Mexico is under construction by the Roswell Trading Co. The building will be 36 ft. square and 56 ft. high, having capacity for 35,000 bus., which is sufficient to hold all the oats and other grain to be grown in this part of the country next year. Its equipment will include up-to-date machinery and automatic scales.

NEW YORK.

Buffalo, N. Y.—Carlton T. Ladd, at one time in the eltr. business, died July 26.

Buffalo, N. Y.—Milling-in-transit privileges have been abolished by the Buffalo, Rochester & Pittsburg R. R. Co.

Thousand Island Park, N. Y.—George Urban, Jr., of Buffalo, recently was elected pres. of the New York State Millers Ass'n.

New York, N. Y.—Members of the Produce Exchange are considering the advisability of purchasing additional ground with a view to remodeling the building.

Rochester, N. Y.—The Whitney Eltr. Warehouse Co. has brot suit against the owner of a canalboat to recover \$2,000 damages for bumping into the marine leg of the eltr.

Buffalo, N. Y.—The general rules and regulations governing the grain trade of the Corn Exchange of Buffalo have been published in a tastefully printed pamphlet of 48 pages, including the names of the officers, directors, committees and members.

New York, N. Y.—The Brewing Co., incorporated, capital stock \$5,000; incorporators, William H. Schoonmaker of East Rutherford, N. J., James T. Conners of Brooklyn, and Joseph H. Friedman of New York. The company will deal in corn, malt and rye.

Chaumont, N. Y.—Nearly all the western grain is reloaded into cars at Buffalo and other points up the lakes. The amount of grain raised in this vicinity is small. A good deal of hay raised is here for the markets and is shipped to eastern points.—Ira O. Banks.

BUFFALO LETTER.

It is expected that most of the month will be taken in repairing the break at Syracuse; but canal grain is still loading here, a total of 378,000 bushels being taken here during the week of the break, which occurred on Tuesday.

The big prices obtained for millfeed are still giving the millers their chief profit, as flour is so dull and prices are so near to the cost of the wheat that they are fairly discouraged. It is a long time since they have been satisfied with their profits.

Grain shortages by lake from the Canadian ports of Fort William and Port Arthur have been very distressing most of the season, but are not so large as they were. Some bad ones from Chicago have been reported of late, tho they do not promise to be common.

Grain receipts by lake continue to be in excess of last season, the amount to Aug. 1 being 49,689,000 bus., with flour enough to make the total 70,488,000 bus., which latter amount had not been exceeded since 1903 and only seven times before that season. It is nearly all wheat and corn.

The Electric Grain Eltr. Co. is still giving about all its time to the eltr. business, running the feed mill now and then, as the need of filling a good-sized straight order arises. The mill will no doubt be leased before long, as the business is called pretty good by other feed millers.

The official report of grain in store here makes the amount over 5,000,000 bus., of which more than half is wheat. The amount of oats reported is not nearly what it was a short time ago and but little more than half the total of a year

ago. If the grain actually in eltr., but checked out for shipment, could be put in with the rest it would make a showing.

The amount of summer storage grain coming in is very encouraging to the eltr. owners, who have always felt that it was a mistake to provide so much room all summer that was not used. Some of them are so full of storage grain now that they have scarcely room for handling transit grain.

The grain trade continues quiet, with the feed grains selling more readily than one would expect at this time of the year; and wheat and rye doing very little. Track movements have fallen low, even for the time of the year, the amount offered for inspection in a single day, Aug. 3d, being only 21 cars of corn and 7 of oats.

The Chamber of Commerce addition is affording elegant offices for all members of the grain trade who care to make the change from their old offices, the only standstill in the venture being the restaurant, which was to occupy the entire 13th, or top floor. So far no step has been taken to fit up the floor, though some intending tenants are waiting for it.

The scarcity of rye in this market has made it hard to get enough to meet the demand for the regular milling trade, as there is always a pretty steady demand for such flour from mostly old-country people in this country. Receipts by lake are so far this season only 1 per cent of the whole amount of grain and sales are so few that often no local quotation of the price can be made.

The eltr. ass'n has concluded not to handle any more canal grain free of elevation. It had been extending the free handling to harbor lighters also, but they were cut off first and the eastern water shipments at the end of last month. It is expected that the canal grain will now all go to the independent canal and Kellogg Eltrs., but as it mostly did anyway the loss to the pool will not be large.

Everybody has something to say of the poor condition of the cars offered in the grain trade, which is now much more of an annoyance to shippers than the car shortage. Shippers say that all the roads are offering a good many cars for grain that should carry nothing but package freight. They are leaky and old and sometimes very dirty, so that the charges for shortage must be very heavy. It would pay the roads to put this outlay on cars.—J. C.

NORTH DAKOTA.

Carrington, N. D.—The Star Eltr. Co. is erecting an eltr.

La Moure, N. D.—Muir & Engel will erect an eltr.

Dickey, N. D.—Andrews & Gage are building a new concrete eltr.

Almont, N. D.—The Madison Mercantile Co. will erect a large eltr.

Donnybrook, N. D.—Stinchcomb & Bray are making additions to their eltr.

Bowdon, N. D.—W. H. Quain will erect a 30,000-bu. annex to his eltr.

Lansford, N. D.—The Farmers Eltr. Co. has bot the eltr. of the Imperial Eltr. Co.

Lignite Sta., Ward P. O., N. D.—The farmers have let the contract for a 30,000-bu. eltr.

Edmore, N. D.—The Burgess Eltr. Co.'s house has been undergoing some repairs. The office and power house have

been moved, and an electric light system will be installed.

Washburn, N. D.—The Farmers Eltr. Co. will erect an eltr. to be completed Sept. 15.

Lakota, N. D.—The National Eltr. Co.'s eltr. was burned recently. The company will rebuild.

Lonetree, N. D.—The farmers have let the contract to Honstain Bros. for the erection of an eltr.

Adams, N. D.—H. E. Braum of Sacred Heart, Minn., has bot the eltr. of McEwan, Dougherty & West.

Wishek, N. D.—Mr. Harris has completed the erection of a grain eltr. and will engage in the grain business.

Buchanan, N. D.—The Lyon Eltr. Co. has started the erection of its eltr. It will have a capacity of 40,000 bus.

Washburn, N. D.—In the suit of Fosburg against McLean County Eltr. Co. plaintiff was given judgment for \$1,500.

Hankinson, N. D.—The Farmers Eltr. Co.'s eltr. is completed, and was opened Aug. 1, with W. T. Spencer in charge.

Alice, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$50,000; incorporators, Robert Wadson and E. F. Wallentine of Alice, and C. A. Spink of Fingal.

Ashley, N. D.—Joseph Tschetter has let the contract to the Younglove Construction Co. for the erection of a 25,000-bu. eltr.

Cuba, N. D.—The Osborne-McMillan Eltr. Co. is making repairs on its eltr., installing a gasoline engine and shingling the eltr.

Maxbass, N. D.—Shepard & Sowle have let the contract for the erection of a 50,000-bu. eltr. to replace the eltr. which was burned.

Addison, N. D.—The Wood Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators, R. G. Piper, W. L. Plath and others.

Denbigh, N. D.—We are putting in a pan and cast iron boot and making other improvements to our eltr.—North Dakota Realty & Inv. Co.

Harvey, N. D.—Chris. Boettcher will erect an eltr. with a capacity of 15,000-bu. The Osborne-McMillan Eltr. Co. is having an addition built.

Fern, N. D.—Ward County Farmers Grain & Mercantile Co., of Stampede, incorporated; incorporators, Glenn Vinson, Lars Rude, Oscar Grina and others.

Addison, N. D.—The Addison Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators, Paul Hans, Theodore Lebus, John Zimmerman and others.

Eldridge, N. D.—The Occident Eltr. Co. is repairing its eltr. The Star Eltr. Co. is erecting eltrs. here and at Melville. The Powers Co. will erect an eltr. with a capacity of 40,000 bus.

Bismarck, N. D.—McCarthy Bros. have bot suit against the McLean County Eltr. Co., P. J. Hester and Jas. F. Wiltsie, to recover \$13,942, under foreclosure of mortgages. Some of the property of the individual stockholders has been attached.

McCumber, N. D.—The St. Anthony & Dakota Eltr. and another eltr. owned by the Imperial Eltr. Co. will be removed to the Berthold extension of the Great Northern Ry. The Imperial Eltr. Co. will retain 40,000 bus. storage capacity at this station.

Ruso, N. D.—While the men were at work on the eltr. of Smith & Gulack, the

scaffold gave way thru a defective 2 x 4 and two men fell to the cement floor, 42 ft. below. One man suffered a compound fracture of the leg, and had his face badly cut.

Loomis, N. D.—The farmers at this place have organized to build an eltr.; G. M. Bower, pres.; J. E. Watkins, secy.; W. H. Comstock, treas. At present they have raised \$3,750 and they want to increase it to \$6,250. The eltr. is to be ready for the fall crop.

Brocket, N. D.—The National Eltr. Co.'s eltr. was struck by lightning July 25, at 3 o'clock a. m., and owing to the hour it was not discovered until the cupola had fallen in and the building was beyond hope of being saved. About 400 bus. of wheat and 600 bus. of barley were burned.

Jamestown, N. D.—The Russell-Miller Milling Co. has let the contract to the Haglin-Stahr Co., of Minneapolis, for the erection of a 55,000-bu. eltr. in connection to its flour mill. The building is to be finished by Sept. 1. This eltr. will give the company a storage capacity of 100,000 bus.

Colgate, N. D.—The court at Fargo heard the suit of Ray Umstad against the Colgate Farmers Eltr. Co. to recover \$7,500 damages for personal injury. One of Umstad's legs was injured by a car mover. Plaintiff on Aug. 1 was given judgment for \$5,000; but it is said that the company will appeal to the supreme court.

Bismarck, N. D.—It is said that eltr. operators who have failed to take out licenses in compliance with the law will be prosecuted by the atty-gen. on complaint by the commission. The new law provides for biennial licensing of grain warehouses and increases the fee. At an average of \$12 the revenue to the state will be considerable. The farmer has to pay this tax indirectly.

Fargo, N. D.—Officers have been chosen and solicitors placed in the field for the Independent Grain Dealers Mutual Fire Insurance Co., which was launched at the last annual meeting of the farmers co-operative eltr. companies. Altho organized the company is not yet officially in existence. W. C. Fairbanks of Devils Lake, N. D., is pres.; Lewis Thompson of Hatton, N. D., vice pres.; E. Beisbarth of Brinsmade, N. D., secy. and mgr.; and Jesse J. Taylor of Oriska, N. D., treas.

Aurelia, N. D.—On the evening of the Fourth of July we had a severe wind and rainstorm. One of the eltr. buildings was moved slightly from its foundation and quite badly twisted. This was the only damage that resulted to the eltrs., the rumor that two houses had been blown down being a mistake. The one that was moved was in course of construction; had it been completed it would not have been moved. The building was the property of the Sullivan Eltr. Co.—W. E. Freeman, secy. Farmers Eltr. Co., Donnybrook.

Grand Forks, N. D.—At the annual convention of the North Dakota Bankers Ass'n a committee brot in a report that the bankers assist the American Society of Equity and the Independent Shippers Ass'n in their efforts to secure an honest grading and inspection of grain, and furthermore assist in securing a terminal eltr. The result of the Wisconsin Railroad Commission's investigation and later action, in ordering the Great Northern Railroad Co. to open its eltrs. to the

public, was commended. Pres. Cashel, in his annual address, declared that many abuses detrimental to the grain growers existed and scored the Minnesota legislature for its failure to enact reforms requested by the North Dakota legislature.

Pembina, N. D.—John Vinen, agt. for the State Eltr. Co. at Walhalla, N. D., and his bondsmen, have obtained a favorable verdict in the suit against them by the National Bond Co. on account of a shortage. After going on Vinen's bond the surety company notified him that it would withdraw from his bond unless he put up a personal bond, and three friends gave the additional security. When Mr. Vinen gave up the position of buyer of the eltr. company reported him 1,000 bus. short and the bond company made good the amount, bringing suit against the personal bondsmen. The defense was that the wheat crop was very poor that year, and more liable to shrinkage than usual; that Vinen had been drinking, that the scales were not in good order, and that mistakes and negligence were the causes of the shortage and not the personal dishonesty of Vinen.

OHIO.

Bradner, O.—Mericle & Kortier have succeeded Streck & Kortier.

Lebanon, O.—Lewis Bros. & Co. are installing new machinery in their eltr.

Lindsay, O.—The Farmers Mercantile & Eltr. Co., incorporated, capital stock \$25,000.

St. Paris, O.—Grant McMorran has been appointed receiver of the flour milling business of Printz & Baldwin.

Dole, O.—I sold my eltr. at this station, formerly North Washington, to Wm. Cummings last Sept.—Chas. Patty, Bradford, O.

Toledo, O.—Wallace Applegate, for several years assistant secy. of the Produce Exchange, has resigned to go with W. A. Rundell & Co.

Cincinnati, O.—Harry H. Hill, secy. and mgr. of the Southern Grain Co., has retired from the company and will enter another line of business.

Toledo, O.—Henry D. Raddatz has severed his 8 years' connection with W. A. Rundell & Co. to manage the business of John Wickenhiser & Co.

Edison, O.—The eltr. of F. E. Blair, which was burned Jan. 31, has been rebuilt with an up-to-date building.—J. M. Quay & Sons, St. James, O.

Hamilton, O.—Workmen are razing the old grain eltr. of the Carr Milling Co.'s mills, to make room for the concrete eltr. to be erected at a cost of \$50,000.

Kenton, O.—Karl M. Baker, mgr. of the W. J. Ochs mill, has bot half interest in the mill and real estate business. The new firm name will be Baker & Ochs.

Vaughnsville, O.—I have put in a new 32-h. p. Fairbanks-Morse Engine in my eltr. at Rushmore, and also made improvements in my eltr. at Rimer.—D. R. Risser.

Cincinnati, O.—Charges of fraud in the bankruptcy of Andrew Bender & Co. have not been sustained and Mr. Bender on July 26 was granted discharge from old debts.

Columbus, O.—One shipper on the Big Four who served notice that he would load cars under the average demurrage plan effective under the new Ohio rules Aug. 1, was offered a contract by the station agent applying only to intrastate

This wonderful little mill will exhibit at the Iowa State Fair.

GRAIN DEALERS

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GRAIN DEALERS JOURNAL

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The book is 9½x12 in. and contains 160 pages of linen ledger paper, 20 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

The GRAIN DEALERS JOURNAL.

shipments, making it practically worthless to him, as most of his shipments are across the state line. The state commission is considering a complaint from this shipper and others.

Wapakoneta, O.—Eugene McCullough is mgr. of the eltr. of Sheets Bros. operated by the Wapakoneta Grain Co. The eltr. has been reopened after extensive improvements.

Bowling Green, O.—The Wood County Grain Co., incorporated, capital stock \$40,000; incorporators, L. D. Hill, Ed. Baldwin, M. P. Gorrell, B. C. Harding and L. B. Soletter.

Mount Cory, O.—The Farmers Eltr. & Exchange Co., incorporated, capital stock \$12,000; incorporators, Levi Falk, Orland Vickers, S. T. Whisler, William Burns and A. J. Brainard.

Richwood, O.—I sold my eltr. to W. E. Baker, R. R. Gill and S. G. Gill, who have taken possession and will continue the business under the name Baker, Gill & Co.—A. B. Conkright.

Gomer, O.—The eltr. of T. J. Watson was burned July 27. It contained about 1,500 bus. of corn, 700 bus. of oats and 500 bus. of wheat. Loss on building and contents is \$10,000, covered by insurance.

Covington, O.—Hiram H. Baer, who intended to engage in the grain business, as stated in this column July 25, has changed his plans and on account of the late, wet harvest will not handle car lots this season.

Bowling Green, O.—C. W. Barnes has resigned his position as secy. of the Royce & Coon Grain Co. and will identify himself with the Toledo Grain & Milling Co., of Toledo. Dell Noyes, of Toledo will succeed Mr. Barnes as secy.

Buckland, O.—We are the successors to the Dingledine Grain Co. at this place, and Mr. Dingledine is putting in a scale to run a scoop shovel business. We do not think this is right, after buying the company's plant.—Buckland Milling Co.

Toledo, O.—Eastern millers recently bot a lot of 100,000 bus. Toledo No. 2 red wheat of Paddock, Hodge & Co., and the grain was shipped in the steamer John Plankinton. The Toledo plan of averaging the grade loaded out of eltrs. is very attractive to buyers for milling.

Toledo, O.—Wheat is grading well at this city. Of 410 cars received in the six days prior to Aug. 8, 357 cars or 87 per cent, graded No. 2; 5 per cent were No. 3 and only 5 per cent sample. The remaining 3 per cent was No. 1 white, No. 2 white or red and white mixed.

Cygnet, O.—Geo. Fry & Son bot the eltr. some time ago of the Myers heirs and have the stone for the foundation, and with other repairs and changes in the building, the eltr. will be ready for business. The Toledo & Ohio Central will put in a siding for the eltr. so they will have shipping facilities.

Columbus, O.—The standing committees of the Ohio Grain Dealers Ass'n recently appointed for the ensuing year are: Arbitration—E. W. Scott, Columbus; C. B. Jenkins, Marion; J. H. Motz, Brice. Legislative—E. W. Seeds, Columbus; Willis Jones, Mt. Sterling; Jno. B. Van Wagener, London. Membership—H. S. Grimes, Portsmouth; Kirby White, Harrod; E. A. Grubbs, Greenville; J. S. Dewey, Blanchester; Jo. Wolcott, Conover. Bill of Lading—E. W. Seeds, Columbus; H. H. Hill, Cincinnati; C. B. Jenkins, Marion; T. B. Marshall, Sidney;

Frank H. Tanner, Mansfield. Ohio Agricultural Experiment Station—Fred Mayer, Toledo; H. S. Grimes, Portsmouth; Grant McMorrin, St. Paris; H. W. Robinson, Green Springs. Claim Bureau—E. W. Seeds, Columbus; M. W. Miller, Piqua; J. Buckingham, Bellevue.

OREGON.

Cold Springs Sta., Umatilla P. O., Ore.—The Oregon & Washington Warehouse Co.'s warehouse at this station was burned July 24, with 1,500 sacks of wheat. Loss, \$3,500; partly insured.

Pendleton, Ore.—Wheat sales days are to be held at this city by the Inland Empire Wheat Growers Ass'n. Growers who are members of the Ass'n are expected to hold their wheat to be offered in one lump to the highest bidder on the several sales days to be set. Sales will be held at Athena also during the harvest.

OKLAHOMA

Hardy, Okla.—The Midland Mill & Eltr. Co., of Muskogee, I. T., will erect an eltr.

Blackwell, Okla.—We have bot the eltr. of V. G. Hagaman, and took possession Aug. 1.—J. W. Moberly & Son.

Guthrie, Okla.—The Ringwood Mill & Eltr. Co., incorporated, capital stock \$16,500 to \$25,000; D. T. Alger, pres.; E. A. Wales, secy.

Garber, Okla.—I am agent for the Home Grain Co. at this place. I was formerly with Randels & Grubb, at Fairmont, Okla.—Geo. Haskins.

Glencoe, Okla.—C. F. Baggett & Co. has leased the eltr. of the Stillwater Mill & Eltr. Co. and is again in the grain business.

Sumner, Okla.—The Sumner Gin & Eltr. Co., incorporated, capital stock \$15,000. The directors are Ed. J. Coyle, of Perry; Edmond Brown and C. D. Bardman, of Okeene.

Hobart, Okla.—The Home Grain Co. has bot suit against J. M. Pilcher and 145 other stockholders in the Kiowa County Co-operative Ass'n to recover \$1,789 for alleged shortages and shrinkage in grain shipments.

Manchester, Okla.—A. E. Deere has resigned his position as agent with the Blackwell Milling & Eltr. Co., has secured the Farmers eltr., and has engaged in the grain business on his own account and for the stockholders.

Ingersoll, Okla.—Wirt & Lyons, of Enid, have bot the eltr. of the Choctaw Mill & Eltr. Co. and retained me to buy for them. The Ingersoll Mill & Eltr. Co. is thinking of erecting an alfalfa mill in connection with its mill.—F. J. Francis.

Enid, Okla.—A quarterly meeting of the grain dealers of Oklahoma and Indian Territories was held here July 23 to receive the report of a committee on trade rules revision and a uniform confirmation. The committee recommended certain changes in trade rules, which were adopted. A new committee was appointed to work out the uniform confirmation.

Guthrie, Okla.—The constitution which was up for ratification Aug. 6 provides for a corporation commission of three members elected by the people, with authority to control all transportation companies and enforce rates, rules, charges, classifications and service. The commission will report unjust interstate rates to the Interstate Commerce Commission. Any person may build a switch to a railway track within a reasonable distance.

PENNSYLVANIA.

Philadelphia, Pa.—A moisture testing machine for grain has been ordered by the Commercial Exchange for its inspection department.

Philadelphia, Pa.—The Russell-Miller Milling Co., of Minneapolis, Minn., and Jamestown, N. D., has leased with privilege of buying, the old Milbourne Mills.

PHILADELPHIA LETTER.

Midsummer dullness prevails in the grain business here and flour, feed and hay is in close sympathy, with vacations on the increase.

Hay has been coming so plentifully, and in consequence some of the transportation companies are enforcing temporary embargoes on account of slow deliveries.

The Department of Agriculture as soon as practicable will locate a complete apparatus here in the Grain Inspector's headquarters for the testing of moisture in all kinds of grain.

The fact that the Pennsylvania Department of Agriculture have discovered hulls of coffee and oats and corn cobs in a pulverized condition in some patent cattle foods, has stirred up considerable discussion among the feed trade here. In some instances ground Excelsior has been found in liberal quantities.—S. R. E.

SOUTH DAKOTA.

Burke, S. D.—The Fulton Eltr. Co. will erect an eltr.

Ree Heights, S. D.—John Ramey will erect an eltr.

Gregory, S. D.—Von Seggern Bros. are erecting an eltr.

Watertown, S. D.—The Farmers Eltr. Co. will erect an eltr.

Kampeska, S. D.—The Farmers Eltr. Co. will erect an eltr.

Ward, S. D.—The Cornelssen & Conner eltr. has been completed.

Aurora, S. D.—The Farmers Eltr. Co., of Elkton, will erect an eltr.

Emery, S. D.—Hofer & Raugst are building an addition to their eltr.

Voiga, S. D.—The Van Dusen Eltr. is being erected by W. G. Stordock.

Cavour, S. D.—The Lake Preston Milling Co. has bot the eltr. of R. Wilson.

Verdon, S. D.—Lewis Wolfe and Anton Giesen have bot the eltr. of C. R. Dolan.

Burch, S. D.—The Fulton Eltr. Co. will put in an improved Hall Signaling Grain Distributor.

Summit, S. D.—O. P. J. Engstrom has resigned his position as grain buyer for the Miller Eltr. Co.

Hecla, S. D.—Charles W. Estee, agent for the Sleepy Eye Milling Co., is having the eltr. reshingled.

Elkton, S. D.—The Farmers Eltr. Co. has let the contract to Taylor Bros. for the erection of its eltr.

Reliance, S. D.—Charles Derr, of Mitchell, will take charge of the eltr. which his father recently built.

Wentworth, S. D.—Lightning struck and slightly damaged the eltr. of the Abraham & Schultz Co. July 25.

Monroe, S. D.—C. Vandewater will stay as buyer for the Reedy Grain Co. at this place. J. W. Ellis is agent for J. T. Scroggs.

Harrold, S. D.—The Ostroot Eltr. Co. has let the contract to the Younglove

Construction Co. for the erection of an eltr. at this place, and to repair its eltrs. at Wessington and Cavour.

Pukwana, S. D.—The Co-operative Farmers Eltr. Co. has let the contract to Cramer Construction Co. for the erection of a 20,000-bu. eltr.

Hurley, S. D.—The Farmers Eltr. Co., incorporated, R. W. Mitchell, pres.; Chas. Segar, vice pres.; J. H. Davis, treas., and W. C. McIntyre, secy.

Madison, S. D.—W. I. Thompson has sold his interest in the Larkin & Thompson eltr. to Larkin & Smith, and has bot the N. J. Olsen line of eltrs.

Harrisburg, S. D.—J. B. Hatch is building eltrs. for our company at Harrisburg, Forestburg and Ethan, S. D.—South Dakota Grain Co., of Parkston.

Hudson, S. D.—Geo. Terwilliger, of Sioux City, has had a flour and feed addition built by John DeKay, and has installed a 6-h. p. air-cooled gasoline engine.

Platte, S. D.—S. R. Zylstra, who has been in charge of L. Booher's eltr. at this place, has been transferred to Armour, and will take charge of L. Booher's eltr. there.

Emery, S. D.—Hofer & Raugust are enlarging their grain eltr. at this place; when completed it will have a capacity of 20,000 bus. A new gasoline engine has been installed.

Fairview, S. D.—The Farmers Co-operative Grain Co. has let the contract to the Younglove Construction Co. for the erection of an annex 28x24-ft. cribbed 36 ft.

Sioux Falls, S. D.—Marion W. Savage has brot suit in the federal court to enjoin State Food and Dairy Commissioner A. H. Wheaton, of Brookings, from enforcing the pure feed law against that concern on the ground that the ingredients of his food are secret and their publication as required by the new law effective July 1 would ruin his business.

SOUTHEAST.

Atlanta, Ga.—A bill similar to the New York public utilities bill has been passed by the Georgia senate.

Norfolk, Va.—The Kanawha Grain Co. has brot suit against the Cockley Milling Co. to recover \$200 damages.

Charleston, W. Va.—Wm. Reed & Son have opened an office with Miley Bros. and will continue in the grain business.

Richmond, Va.—With regard to a special session of the legislature Governor Swanson says: "If the state corporation commission should request me to convene the general assembly of Virginia to consider some recommendations to be presented to amend the provisions of the constitution in reference to fixing rate charges in order to eliminate difficulties in connection with the pending case in Virginia fixing rates, I would accede to their request and would convene the general assembly of Virginia for that purpose."

TENNESSEE.

Memphis, Tenn.—The warehouse of Webb & Maury has been destroyed. Loss \$50,000.

Nashville, Tenn.—Dean & Ratcliffe of Anderson, S. C., brot suit Aug. 5 against the Bell-Duff Commission Co. to recover

damages for alleged breach of contract in shipping corn not of contract grade.

Nashville, Tenn.—H. G. Hill has purchased the plant of the Dixie Milling Co. and will grind feed.

Union City, Tenn.—The Morgan-Hardy Grain Co. has leased a building to be used as a warehouse.

Fayetteville, Tenn.—H. K. Holman has bot the stock of A. M. McLaughlin in the Holman Grain Co. for \$7,000.

Nashville, Tenn.—J. A. & O. L. Jones have their mill building completed and the foundation in for the 35,000-bu. eltr.

Nashville, Tenn.—The Iowa Grain & Milling Co. has moved its business from the Hughes Eltr. to the Hermitage plant of the Illinois Central road.

Nashville, Tenn.—I have consolidated my brokerage business with Mr. J. H. Neil, and the firm name hereafter will be J. H. Neil & Co.—E. C. Hawkins.

Nashville, Tenn.—An attorney has been employed by some of the grain dealers here to test the constitutionality of the pure feed law enacted by the last legislature requiring the inspection and tagging of all commercial feeding stuffs and the printing of the analysis on the sacks. The law taxes the feeds 20 cents per ton for the expense of enforcement.

Knoxville, Tenn.—Lewis, Leonhardt & Co. have brot suit in the federal court against the Southern Ry. for unlawful discrimination in withdrawing milling in transit privileges while granting the privilege to other firms. Beginning with 1901 and up to a year ago the firm had a contract for the privilege. It is alleged that the Southern influenced the L. & N. R. R. also to withdraw the privilege from plaintiffs, who have suffered \$100,000 damages.

Knoxville, Tenn.—The Davis-Susong Co., incorporated, capital stock, \$25,000. The two largest stockholders are Alderman Bruce Davis, for a long time associated with the river traffic in and out of this port, also as a grain merchant. J. A. Susong conducts a similar business at Lenoir City. A warehouse will be erected at the mouth of First Creek for one of the headquarters of the firm. The other will be in Lenoir City. Work will start the first of the month and be rushed thru. It will be two stories with electric eltrs., so that the grain and stuffs stored can be easily moved to the second story in case of a flood.

TEXAS.

Vernon, Tex.—R. H. Dunman is out of the grain business.

Justin, Tex.—I am no longer in the grain business.—J. H. Wilson.

Beaumont, Tex.—J. S. Gordon & Co. will build a grain eltr. and warehouse.

Archer City, Tex.—J. Perry Burrus, of McKinney, has bot a site and will erect a flour mill and eltr.

Fort Worth, Tex.—The arbitration committee of the Texas Grain Dealers Ass'n held a meeting here July 30.

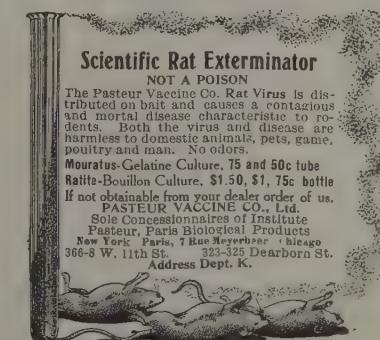
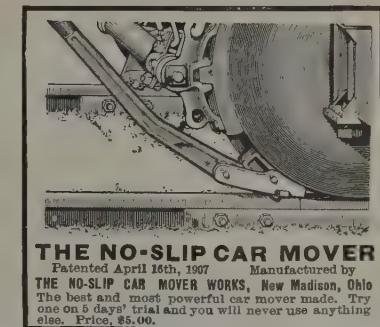
El Campo, Tex.—The El Campo Rice Eltr. Co. will equip its eltr. with two improved Hall Signaling Grain Distributors.

Bay City, Tex.—C. W. Hoyt has the construction of his 25,000-barrel rice eltr. well under way; after serious delay owing to the slow delivery of material. The concrete foundation and the pit have been



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completed, and the cribbing is going up. Mr. Hoyt has had long experience handling grain in eltrs. and anticipates success with rice eltrs. from the start.

Houston, Tex.—The Mercantile Grain Co. has its new building for its mixed feed business well under way and hopes to have it in operation by Oct. 1.

Lissie, Tex.—The farmers have let the contract to D. J. Hayes for the erection of a rice eltr. to be completed for the fall crop. The eltr. will have a capacity of 20,000 bus.

Sherman, Tex.—The Gribble-Carter Grain Co. has brot suit against the Cherokee Grain Co. to recover \$368; and has brot a garnish suit against Knaur Grain Co. and Lindsay Grain Co.

Fort Worth, Tex.—J. W. Collins of North Fort Worth was badly hurt while at work at the grain eltr. He was struck on the back and head by a seed conveyor, which was jarred loose while a train was passing.

Fort Worth, Tex.—The Rock Island road has given notice that grain can not be reconsigned without unloading and get the benefit of the thru rate from the original shipping point to last point, without having actually been put thru an eltr.

Dorchester, Tex.—J. A. Kirkpatrick shot James Fields thru the right arm and in the right hip, both wounds being made with the same bullet. Mr. Kirkpatrick was charged with assault to murder, and was released on bond. Both grain men are young.

Galveston, Tex.—Exports from Galveston from Sept. 1 to Aug. 1 were 10,497,633 bus. of wheat and 4,220,888 bus. of corn; compared with 3,790,843 bus. of wheat and 11,299,009 bus. of corn for the corresponding period of 1905-06, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

College Station, Tex.—To arrange for the uniform grading of rough rice the rice growers at their recent meeting here appointed a committee consisting of Pres. Cloar, Dr. T. W. Shafer, J. C. Chaney and B. R. Garland to confer with the Texas & Louisiana Rice Millers Ass'n. The question of uniform grades is one that the growers realize must be met, since there are now under construction in Texas eight rice eltrs.

WASHINGTON.

Fairfield, Wash.—A Farmers Alliance Warehouse Co. has been organized.—H. K.

Ritzville, Wash.—The Ritzville Warehouse Co., incorporated, capital stock \$15,000.

La Conner, Wash.—Gaches Bros. grain warehouse was burned recently, loss \$50,000, insurance \$30,000.

Coulee City, Wash.—The Hammond Milling Co. of Seattle has brot the grain warehouse of Jones Bros.

Garfield, Wash.—Sanford Manring will buy grain on his own account after having been employed many years by line companies.

Waverly, Wash.—The Waverly Grain Co., incorporated, capital stock \$6,000; incorporators, W. F. P. Binge, J. T. Hollis and Hans Holling.

Seattle, Wash.—Alonzo Wardall, of the Farmers Grain & Supply Co., states that a line of eltrs. will be built along the new line of the Chicago, Milwaukee & St. Paul Ry.

Pullman, Wash.—The Puget Sound Warehouse Co. will build two additions

to its warehouse on the Northern Pacific track. The Kerr-Gifford Co. is also erecting a warehouse to replace the one which was torn down this summer.

Tacoma, Wash.—The Hill Cereal Co. has had plans made by Proctor & Farrell for the erection of a 3-story warehouse, to cost \$20,000. The building will be 75x120 ft.

Mohler, Wash.—The Seattle Grain Co. is getting ready for the fall crop, and has procured old houses for the overflow. Improvements are being made by the Puget Sound Warehouse Co.

Pullman, Wash.—The Pacific Eltr. Co.'s eltr. and warehouse was burned July 20. Loss on building \$15,000 on sacks \$1,600 and on grain \$1,000. Work of rebuilding the warehouse will start at once.

Walla Walla, Wash.—The Washington Grain Commission will hold its annual meeting in September, and will invite the newly created Idaho Grain Commission to be present, with a view to having the grain grades uniform.

Walla Walla, Wash.—The warehouse men have not been making any money for a number of years, and while everything in the way of expenses has been increased, we have found it necessary to advance our price for storing grain, but at that I do not think it will cost the farmer any more to speak of than it did last year to store his grain. It is only to meet added expense that we have decided to make the advance to 75 cents to Jan. 1.—J. Z. Smith of Kerr, Gifford & Co.

Colfax, Wash.—The warehouse companies are to raise their handling charges on grain this season from 50 cents to 75 cents per ton. Storage charges will remain as heretofore. This advance is made necessary principally through the poor transportation by the railroads. In former years we could depend on getting cars in which to ship a large proportion of the crop immediately on delivery at the warehouse, without the necessity of going to the expense of piling, but in the past three seasons we have had to pile up practically everything that came in, and have held the bulk of it in store several months, having, of course, to pay interest and insurance. Besides, we are thus compelled to do a great deal of resacking on account of the wear and tear to the piles of grain, and the damage by mice. This past season we were unable to get a great many of our warehouses emptied until the latter part of June. Other reasons for the necessity of this advance are the increased cost of labor and lumber, both of which have advanced fully 100 per cent in the last few years, and no warehouseman could come out whole at the end of the season on handling grain at the old charge of 50 cents per ton.—A. M. Scott, general agent Interior Warehouse Co.

WISCONSIN.

Ellsworth, Wis.—The American Society of Equity has appointed a committee to buy, lease or rent the eltr. of F. W. Hines & Son.

Superior, Wis.—Repairs are being made to its terminal eltr. by the Cargill Eltr. Co. The foundation is being strengthened by inclosure in sheet piling and filling in with sand.

Oshkosh, Wis.—The Wisconsin Grain & Fuel Co., incorporated, capital stock \$30,000. W. P. Warwick, pres.; Winthrop N. Bacon, vice pres. In its organization the company acquired the W. P. Warwick

fuel interests in this city and the Scribner and Eldorado flouring mills of El Dorado.

Superior, Wis.—The Great Northern and Omaha Railroads have informed the state railroad commission that its order to open the eltrs. will be obeyed.

Hammond, Wis.—The Hammond Eltr. Co., incorporated, capital stock \$10,000; incorporators, Will Hawkins, H. J. Barlow and V. J. Goodell. The company will buy an eltr. here.

Madison, Wis.—Bernard R. Goggins of Grand Rapids has been appointed a member of the Wisconsin Railroad Commission to succeed John Barnes, who resigned. He will hold office until 1913.

Milwaukee, Wis.—After Aug. 15 my flour end wheat department will be in charge of Chas. J. Dingwall, who for 7 years past has been connected with the Atlas Mills in this city.—Chas. R. Lull.

Milwaukee, Wis.—The Krause Grain Co. is erecting a large plant for the manufacture of cattle foods in which brewers grain will be the principal constituent. The construction of the plant is being superintended by Ludwig F. Vigel, who will be manager when completed.

Hudson, Wis.—The Farmers Grain Co., which is owned and operated by R. H. Williams and B. Greeley, has brot suit against Thos. Meath of Cylon to recover \$3,000 damages for circulating a report that the money to build the new eltr. of the Farmers Grain Co. was furnished by the New Richmond Roller Mills Co., damaging their reputation among the farmers as an independent concern.

Colombia has issued a decree placing all importations of corn thru Atlantic ports on the free list until Nov. 1, on account of the devastation by locusts.

New York and Illinois are the important states which still tolerate bucketshops. They give them their grain feed in one and their stock feed in the other. National law may be necessary to suppress them.—Frank I. King.

"Yellow leaf" in oats has prevailed over Ohio this season. Reports to the Ohio Experiment Station are that the blades turn yellow or reddish yellow in spots or streaks, finally dying at the tips or throughout the entire length. In former outbreaks the same conditions of weather have been observed: excess of cold and rains, followed by hot sunshine. A similar condition was manifested by the oats crop of Ohio and farther west in 1890.

F. D. Coburn, the doughty secretary of the Kansas Department of Agriculture, has quarreled with the Washington Department for the statement by one of its experts that "at the 100th meridian wheat growing is at present practically nonexistent." The few rounds fired toward the Potomac in the first skirmish have by no means exhausted the statistical ammunition piled up by Coburn to crush aspersions of Kansas' fruitful climate.

"It was a negro slave of the great Cortez who was the first man to grow wheat in New Spain" (America), wrote von Humboldt, of his travels 100 years ago. "He found three kernels among the rice, which had been brought along from Spain as provision for the army. In the Franciscan monastery at Quito I saw the earthenware vessel, preserved as a relic, in which the first wheat had been kept. The first wheat was grown in front of the monastery at the foot of the volcano of Pinchincha."

Seeds

Otto Schwil, seed dealer at Memphis, Tenn., died recently.

G. J. Carpenter contemplates removing his seed business from Grand Junction to Provo, Utah.

The seed warehouse of Woods, Stubbs & Co., at Louisville, Ky., was burned July 18. Loss heavy.

The condition of young clover was 87 per cent in Kentucky on July 1 as reported by the Commissioner of Agri. in his report issued July 15.

The Sioux City Seed & Nursery Co. will build a 75,000-bu. eltr. at Sioux City, Ia., for handling and cleaning field seeds and will also provide a large ware house for storing bagged seed.

The Dakota Improved Seed Co. will erect a building at Mitchell, S. D., 70x124 ft. and 3 stories high. L. R. Erskine has been chosen pres., W. A. Wheeler, secy., and S. E. Morris, treas.

The Seed Laboratory of the Bureau of Plant Industry of the United States Department of Agriculture has recently collected samples of cowpea seed from the states of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Tennessee, to the number of 3,706 packages, and these samples have been carefully tested for vitality. The results obtained have been startling. While a good grade of seed should show a germination of from 95 to 98 per cent, the seed from four states only—Arkansas, Tennessee, Louisiana, and Florida—showed an average germination of as much as 60 per cent, and only four varieties of cowpeas con-

tained as many as sixty live seeds in each hundred—the Iron, Taylor, Wippoorwill and New Era varieties. In the remaining five states from which samples were secured and with the ten or more staple varieties of cowpeas not named above, the average percentage of germination reached from 49 to 59 per cent only.

The Iowa pure seed law, which went into effect July 4, requires that the label shall state on each package of agricultural seeds (not garden seeds) the full name of the seed; name and address of the seedsman, importer, dealer or agent; a statement of the purity of the seed, specifying the kind and percentage of the impurities; the locality where the seed was grown. The state food and dairy commissioner is authorized to take samples of not more than 4 ounces from each package of farm seeds, to be divided, one-half to the Commissioner and one-half to the person on whose premises the seed was found; and any person may have a sample of seed analyzed by the Commissioner on payment of a fee of 50 cents. The term agricultural seeds is defined to include red, white and alsike clover, alfalfa, Kentucky blue-grass, timothy, bromegrass, orchard grass, red top, meadow fescue, oat grass, rye grass and other grasses and forage plants, flax, rape and cereals. No person shall offer for sale or distribution the seeds defined unless free from the following weeds: Wild mustard, quack grass, Canada thistle, wild oats, dodder and corn cockle. The seeds of 14 other weeds are specified as impurities, as also are broken seed and seed not capable of germinating. The law states the percentage of other seed permissible in orchard grass, blue-grass, red clover and rape, and defines misbranding. The percentage of purity and vitality is fixed for 29 kinds of seeds. The penalty for violation of the law is a fine of not more than \$100 and costs.

One Cause of Car Shortages.



Discovered by John E. Bally, Gen'l Mgr. Elevators at Galveston, Tex.

Mac Bride Coal & Coke Co.

Producers and Shippers
GENUINE POCOHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and
Illinois Coal. Foundry, Furnace, Crushed
and Gas House Coke.

Fisher Building, CHICAGO, ILL.
Long Distance Telephones Harrison 419 and 610

Thousands of dollars were saved last season by grain dealers who used the Kennedy car-liner. This liner costing less than two bushels of wheat, absolutely prevents leakage of grain in transit. It covers the crevices you cannot see when cooping the car. The price is \$1.30 for a complete liner, and can be installed in four to five minutes. Send in your order to-day in time for your shipments of wheat.

FRED W. KENNEDY,
Shelbyville, Indiana

THE HUMPHREY Employee's Elevator

For eighteen years it has
been the

STANDARD ELEVATOR For GRAIN ELEVATORS and MILLS

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog
and prices.

S. K. HUMPHREY
640 Exchange Bldg., BOSTON, MASS.



The National City Bank OF CHICAGO

The Temple, S. W. Cor. La Salle and Monroe Sts.
Chicago

Capital, \$1,500,000. Surplus, \$300,000
Approved by Chicago Board of Trade
as a Margin Depository

We are prepared to give the most prompt and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Farms and Individuals.

—DAVID R. FORGAN, Pres.

DIRECTORS: ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD F. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EB-ERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mill Co.; Mishawaka, Ind.; A. J. DICK, Pres. of B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cinett, Peabody & Co.; JOSEPH SCHAFNER, of Hart, Schaffner & Marx; JOHN E. WILDER, of Wilder & Co.

OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

Supply Trade

It's a wise advertising spirit that knows its best medium.—*Poor Richard Junior's Philosophy.*

The Excelsior Loading & Cleaning Co. has succeeded E. Bauder as manufacturer of the Champion Car Loader at Sterling, Ill.

The Weller Mfg. Co. runs its plant day and night in order to keep pace with orders for elevating, conveying and transmitting machinery.

Friedline Radial Car Pullers have lately been installed by Sam Finney at Wellsboro, Ind., and the Albert Dickinson Seed Co. at Minneapolis.

If you neglect to read the advertising columns of the Journal you not only lose money you might save, but you miss most interesting information.

A catalog containing over 500 pp. recently issued by the Fort Wayne Oil & Supply Co., may be secured by any reader of the Journal who writes for it to the company at Fort Wayne, Ind.

The Lennox Machine Co. has made many improvements in its gasoline engine and now manufactures an engine of better quality than the former models and well calculated to please the user.

Application for extension of patent on Sandmeyer Spout was lately granted to The Dickson Co., Peoria, Ill. The Sandmeyer Spout is well known and is used in every grain section in the United States.

The Hart Grain Weigher Co. and the Ben Steel Weigher have been involved in litigation over a patent device for uniting sheet metals, and the U. S. Patent office has decided the controversy in favor of the latter.

Edward A. Ordway, Kansas City, Mo., representative of the Invincible Grain Cleaner Co., who has been in Mexico endeavoring to recover his health, reports that he has been much benefited and will soon return to business.

Brevity, honesty, and force are three just principles of ad-writing as they are fit rules of a well-conducted business. The plain truth told in crisp sentences with forcible logic is always more effective than exaggeration, more convincing than superlatives.

Some of the most devoted editorial readers of the Journal fail to consult its advertising columns before buying machinery or selling grain, thus unwittingly evading opportunities. The Journal reader who does not save subscription price several times every year by profiting from its advertisements has overlooked 50% of the value of Journal.

Fairbanks, Morse & Co. have just completed a new factory building at St. Johnsbury, Vt., in which automatic scales only will be manufactured. The building is a spacious one, four stories high, and is equipped with machinery for conveying grain so that scales may be thoroughly tested under actual working conditions before being put on the market.

The circulations of different mediums catering to the same line of trade overlap one another so much that experienced advertisers have found it useless and wasteful to use space in the entire list. By judiciously reducing the number of

mediums used, the amount of space occupied in the leading mediums can be enlarged without increased cost, but with multiplied results.

Firms installing Humphrey Employee's Elevator during July were: Allis-Chalmers Co., Milwaukee; Russell-Miller Mfg. Co., Minot, N. D.; Wichita Mill & Eltr. Co., Wichita Falls, Tex.; Evans Milling Co., Indianapolis, Ind.; Celina Mill & Eltr. Co., Celina, Tex.; Frank Kaucher, Sioux City, Ia.; Corn Products Refining Co., Granite City, Ill.; Haglin-Stahr Co., Minot, N. D.

Angus and John H. McLeod, patentees of the McLeod Automatic Scale, and formerly in the grain business at Marietta, Kan., have located at Bloomington, Ill., and will continue the manufacture of the famous McLeod Grain Scale, doing business as the McLeod Brothers Automatic Scale Co. They have secured excellent quarters in the White Building and have started to manufacture.

Advertising has become more exact and more scientific. Less and less money is wasted in large, meaningless lists. The advertiser insists that every publication upon the list he uses shall represent something tangible. A large blanket appropriation placed in every possible publication will not do as much good as half that amount spent only in real magazines with a real advertising value as the Grain Dealers Journal.

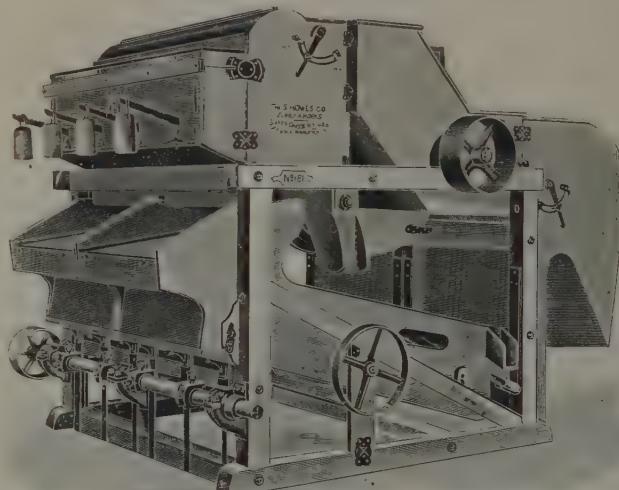
The Hess Warming & Ventilating Co. called up the Paris Milling Co., of Paris, Ky., on the long distance telephone, at

noon, July 29th, and negotiated the sale of an "Ideal" Drier, to be used on tough wheat, which the milling company was then receiving. The drier was shipped on the morning of the next day and reached destination the second day following. Prompt work like this is a boon to millers and grain dealers receiving grain out-of-condition, for it is a matter of a few days only to get the drier in operation.

Scales was a subject of discussion at a recent meeting of the Iowa Grain Dealers. All agreed that a cheap scale is high priced. The scales which have proved satisfactory to the Iowa Grain Dealers have been those advertised in the columns of the Journal. Dealers who wish to buy scales should first consult advertising columns of Journal. You will make no mistake by buying those represented in these columns. If some manufacturer has a scale that isn't worth telling you about thru your Journal, better not buy it.

Mr. Locke Etheridge, Chicago sales manager of the Avery Scale Co., has now on permanent exhibition at his office at 1500 Fisher bldg., a full size Avery Automatic Scale in actual operation. The Avery Scale Co. is one of the oldest companies manufacturing scales in the Old World, and about one and one-half years ago established the American factory for the manufacture of Automatic Scales at North Milwaukee, Wis. It built a handsome, completely equipped factory, and since that time has been energetically

Eureka Elevator Separator.



Eureka Separators have been in use for fifty years, but it is only recently that the particular separator illustrated herewith has become prominent among elevator operators. It has become well known for its durability, construction, capacity, simple operation. This separator is no exception. It is distinguished from the others because it is for cleaning corn, oats, wheat, malt, barley and other grain by merely changing sieves.

It is built for large capacity, close work and has the advantage of having two complete sets of fans in the air chamber, drawing the air from each side of both fans, thus perfectly equalizing the strength of air currents in the separating

leg, and securing even, controllable air separations.

The feed is automatically regulated. The eccentric boxes and in fact nearly every portion of the machine where there is movement is provided with grease cups so the machine is well lubricated, and when once started needs little attention.

Machines have been installed by J. Rosenbaum Grain Co., Sioux City, Ia., Nye & Jenks Grn. Co., Omaha, Neb., Anheuser Busch Brewing Co., St. Louis, and Francis Perot Malting Co., Buffalo.

The separator or further information concerning same may be secured from Neth-Sharp-Sailor Co.

pushing its automatic weighing machines in the United States.

Where mill machinery was shipped to be repaired, and then by a separate contract shipped back, to give the carrier notice of special circumstances from which damage would arise from delay in transportation, so as to make it liable therefor, it is not enough that the agent with whom the first contract was made knew thereof, there having been no delay in the first shipment, but the agent with whom the second contract was made must have been informed of such circumstances, is the recent decision by the Court of Appeals of Kentucky in the suit by H. M. Mink against the Louisville & Nashville R. R. Co., reported in 103 Southwestern Rep. 294.

J. S. Coon, recently of Leroy, Ill., has patented a grain cleaner and drier that is simple, practical and economical. It can be used at any elevator in the country and run without machinery or power. It is cheaply made and is designed absolutely to take all dirt and fine stuff out of corn and oats and dry it, saving all the grain that is good by drying out the dampness in the grain. By taking out the moisture it will raise number four corn to number three. The amount of money lost last year by grain men of Illinois by damp corn would build the court house of McLean county. It is connected up with a reflector so arranged that the rays of the sun are thrown on the grain while the air passes through it aiding in drying. —Bloomington (Ill.) Bulletin.

The Twentieth Century Brass & Iron Mfg. Co. makes a grain sampler that is especially meritorious, because it is well made and sells for a reasonable price. The sampler is made of special telescope hard bronze seamless tubing. The company has two styles. One for flax and the other for wheat. The special flax sampler is a tube within a tube, much the same as regular sampler, but instead of twisting the inner tube to close it, the apertures are shut by pulling on the handle. As flax has a tendency to get in between the tubes of an ordinary sampler, the company has made the special sampler and it has found many users who extensively buy flax. A. B. Smith is pres., August Anderson vice-pres. and gen. mgr. and J. E. Johnson sec'y treas. of the company.

Old scales should be rehauled now. They should be cleaned, oiled, and the platform tightened, eliminating interference. There are two good methods of testing scales. Either let some expert do it, or do it yourself. Any platform scale should be tested with weights equal to $\frac{1}{4}$ its total capacity. No 50-lb. weight is adequate, for a scale might be off 4 lbs. in 50 and still apparently weigh correctly. Users of Fairbanks Scales may secure test weights from any office of Fairbanks, Morse & Co. free of charge, providing those desiring them will pay freight. Those who have Fairbanks Scales might do well to avail themselves of this opportunity. It's generally poor policy to test scales by comparing weights with your neighbor; unless his have been accurately tested they are just as liable to be off as yours. A good scale well kept does not drive trade away.

French millers have petitioned the ministry to alter the customs regulations so that millers could export during November and December in the form of flour the wheat imported during July and August.

Registered Tracer System.

Tracing grain shipments promptly from origin to destination may be greatly facilitated by using the Registered Tracer made by the Registered Tracer Co., Springfield, Ill. While the system is comparatively a new one it has been endorsed by twenty railroad companies, and agents have been instructed to fill in replies promptly. It has also been endorsed by the American Ass'n of Local Freight Agents so that the system is beyond any experimental stage.

The tracer consists of a numbered cover in which is enclosed 10 consecutively numbered blanks, each blank bearing same number as one on cover. Beneath each blank is a duplicate detachable post card. To start tracer to destination consignee at point of origin of shipment fills out the form on cover which provides for name of consignee, destination, car initials and number, shipper's name and address and other necessary data. The tracer is then placed in hands of agent and said agent fills out blank No. 1, detaches postal card which bears carbon copy of information on blank, sends postal to shipper, and tracer to agent at first diverting point. This process is kept up until the tracer comes into the hands of the consignee with its blank forms showing every diversion of the car since it left shipper, and the postal cards have been returned to shipper, giving returns as fast as car is moved.

The system therefore begins to produce information as soon as the car starts and does not keep the shipper waiting and wondering about the shipment.

Following is list of railroad companies that have officially endorsed the use of this system, the list being given in order of action taken: Cincinnati, Hamilton & Dayton Ry. Co., Missouri, Kansas & Texas Ry. Co., Mobile & Ohio Ry. Co., Missouri, Kansas & Texas Ry. Co. of Texas, Chicago, Peoria & St. Louis Ry. Co., Louisville, Henderson & St. Louis Ry. Co., Nashville, Chattanooga & St. Louis Ry. Co., Cincinnati, Chicago & Louisville Ry. Co., Southern Ry. Co., Atlanta & West Point R. R. Co., N. Ala. Ry. Co., Augusta Ry. Co. (Southern), The Western R. R. Co. of Ala., Norfolk & Western R. R. Co., Seaboard Air Line Ry., Atlanta & Birmingham Air Line Ry., Tallahassee, Perry & S. E. Ry., Plant City, Arcadia & Gulf Ry., Florida West Shore Ry., Chicago & E. Illinois Ry., The N. Y., Chicago & St. Louis Ry. Co., Minneapolis & St. Louis Ry. Co., Iowa Central Ry. Co., C. I. & L. (Chicago, Indianapolis & Louisville), Rock Island Lines.

Exports.

Buckwheat amounting to 199,422 bus. was exported during the 11 months prior to June 1, 1907; against 643,154 bus. for the corresponding period of 1905-06.

Broom corn valued at \$247,039 was exported during the 11 months prior to June 1, 1907; against \$222,369 worth during the corresponding period of 1905-06.

Malt amounting to 363,432 bus. was exported during the 11 months prior to June 1, 1907; compared with 845,367 bus. for the corresponding period of 1905-06.

Linsed oil cake amounting to 1,918,000,000 lbs. was exported during the 11 months prior to June 1, 1907; against 1,840,777,814 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM Descriptive circular sent on application.

Multiplex Electric Thermometer Co.
Minneapolis, Minn.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited

Head Office, Chicago, Ill.

Some of the satisfied users of the

F. R. MORRIS

Grain Driers and Conditioners

Rialto Elevator Co., 2 driers Milwaukee, Wis.
Milwaukee Elevator Co., 2 driers " "
National Distilling Co., " "
G. S. Connard & Co. Elwin, Ill.
Washburn Grain Co. Atchison, Kan.
Tabasco Plantation Co., Santa Lucrecia, Mex.
Nye Schneider Fowler Co. Omaha, Neb.
" " " " Fremont, Neb.
Sheffield Milling Co. Minneapolis, Minn.
McGuire & Atwood. Superior, Wis.
Itasca Elevator Co.
Plymouth Milling Co. Le Mars, Iowa
Chas. R. Lull. Milwaukee, Wis.
Meyers & Co. Hamburg, Germany

Write any or all of above users for their verdict. I am willing to abide by what they will tell you.

F. R. MORRIS, Milwaukee, Wis.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.50 per 1,000, sample free.

INTERNATIONAL SEAL & LOCK CO.
CHAS. J. WEBB, Gen'l Sales Agt.

617 Railway Exchange Bldg., CHICAGO

Grain Carriers

Pres. Winchell has announced that the Rock Island is out of politics.

Track has been laid on 80 miles of the 230-mile extension of the Northern Pacific from Kennewick, Wash., to Portland, Ore.

Surveys have been completed for the proposed canal from Lake Erie to the Ohio River. That is enough.

Operation of the Union Pacific extension up the Platte River from Lewellen, Neb., 113 miles, is to begin Sept. 1.

Private car owners met at Cleveland Aug. 1 and formed the Individual Car Owners Ass'n of the United States.

The Wabash has agreed to postpone indefinitely the threatened cut in grain rates from trans-Mississippi River territory.

Considerable interest has been worked up in the convention at Memphis Oct. 4 and 5 of the Lakes to the Gulf Deep Waterway Ass'n.

By the new official classification effective Aug. 1 the minimum carload weight of grain is raised to 40,000 lbs. on railroads east of Chicago.

Governor Glenn of North Carolina held a conference with railroad officials Aug. 9 to discuss freight rate discriminations against various points in the state.

Arguments in the grain rebating cases of the Wisconsin Central and Omaha roads are being heard to-day by Judge Morris of the district court at Minneapolis.

Local agents of western lines are being authorized to call upon the legal departments to collect undercharges in freight rates, usually the mistakes of the rating clerk.

Garden City, Kan., is the headquarters of the Nebraska, Kansas and Southern, which is to build south from that place and north to Superior, Neb., a total of 176 miles.

So Canal traffic for the crop year prior to July 1, aggregated 54,661,619 tons; an increase of 8,500,000 tons over the preceding crop year, as reported by Government Engineer Davis.

S. McMurray of the Wood River Grain Co. has complained to the Interstate Commerce Commission of discrimination by the Union Pacific Ry. against Wood River, Neb., in car supply.

Grain warehouses along the upper Columbia River will be congested with grain the coming season. The crop of wheat is heavy and the Oregon Railway & Navigation Co. is unprepared to supply sufficient cars.

Grain shippers got the benefit of the ore strike in the immediate reduction of lake freight rates. At Duluth the grain rate dropped from 2½ to 1 cent per bu. Unfortunately the elevators were practically empty.

Representatives of several grain exchanges have been invited by E. B. Boyd to a conference, at which the presentation of their united views to the Interstate Commerce Commission on proportional rates will be considered.

That Oklahoma has just cause for complaint against the Chicago, Rock Island & Pacific Railroad and other interstate carriers on account of their rates on wheat and corn from Oklahoma to Galveston,

Tex., is the decision of the Interstate Commerce Commission given July 26 by Commissioner Prouty, ordering a reduction of the unreasonable rates.

Representatives of the trunk lines and the trans-Atlantic steamship companies held a conference at New York Aug. 6 to agree on a zone system of forwarding freight to the seaboard within specified times from named distances.

The bed of the Erie Canal at Syracuse, N. Y., fell out July 30 and four canal boats were drawn into the bed of the Onondaga Creek, beneath the canal. The stone arches which supported the bed of the canal had given way.

Having a line from the Missouri River to Buffalo the Wabash is disposed to make a reduction in the rate that will

prevent the diversion of the grain to the boats at Chicago and give the rails the tare haul. The Wabash proposes to reduce the proportional between Chicago and the east from 17½ to 15 cents.

Fines of \$1,000 each for accepting rebates on grain shipments were paid at Minneapolis July 27 by the Ames-Brooks Co., the McCaull-Dinsmore Co., and the Duluth-Superior Milling Co. The first fine in the Minneapolis grain rebate cases was paid several months ago by the W. P. Devereux Co.; and the fate of the railroads is yet to be settled.

Kerr, Gifford & Co., chartered the French bark Buffon recently to carry coal from Australia to Portland, Ore., and then wheat from Portland to Europe, at the rate of 41 shillings, making the rate

Blank Form for Ordering Cars.

Kan.

Mr.

Agent _____ R. R.

Kansas.

Dear Sir.—

On _____ please have _____ cars

suitable for the safe carriage of grain set on _____

for me to load with _____

I wish cars of the following capacity:

If you cannot furnish cars of capacity above mentioned you may furnish any number of cars of any capacity providing their total capacity is reasonably near the total capacity of the cars ordered. Where order is made for one car only and capacity specified, it is agreed that if a larger car is furnished the tariff restrictions that would have been applied to the capacity of the car ordered shall apply to the car furnished. You are also hereby notified that if cars furnished are not suitable for shipping grain they will be repaired or made as suitable as possible and the expense thereof charged up to the railway company.

When loaded these cars will be billed _____

I herewith hand you \$ _____ which is not less than 25% of the freight charges on the above cars to the above destination.

Yours respectfully,

I hereby acknowledge the receipt of a copy of this order for

empty cars and of \$ _____ Dollars, the same to be applied on freight on cars furnished in proportion to their capacity,

Agent for _____ R. R.

Recently E. J. Smiley, Sec'y of the Kansas Grain Drs. Ass'n, favored us with the form given on this page for fil-

ing orders for cars. He reports that it has been used with more satisfaction in Kansas than any other form.

or the wheat about 22 shillings, or 5 shillings less than that demanded by the United Shipowners of Europe, and a saving of several thousand dollars to the shippers.

The rate classification of mixed carloads is unjust to the small shipper. At present a mixed car must take the rate of the highest class goods in it, unless there is enough of the lower class to make the minimum weight, when the high class contents may take the L. C. L. rate. This rule is neither just nor lawful. If the car contains enough weight to make the minimum, each class of the load should pay its own carload rate.

Prosecution for rebating was a new task for the federal attorneys, but they are acquitting themselves with credit, and are fast gaining an experience that bodes ill to violators of the Sherman act who think that they have covered their tracks. Then too, the detection and punishment of rebating is a profitable business. The fines already imposed will pay all the expenses of Uncle Sam's legal department for a good many years to come.

The National Industrial Traffic League was organized at Chicago Aug. 2 to co-operate with the railroads and the Interstate Commerce Commission, to acquaint the state and interstate commissions with the effects on commerce of rulings, decisions and practices, to the end that no one locality shall be benefited in disregard of the interests of the remainder of the country. The pres. of the league is J. C. Lincoln, traffic manager of the St. Louis Merchants Exchange, and the secy. is E. B. Boyd, manager of the transportation department of the Chicago Board of Trade.

Eastern roads are working for an amendment to the Interstate Commerce Act doing away with the payment of damages to shippers for the imposition of rates declared excessive by the Commission and the courts. Having extorted unfair rates they wish to retain the proceeds of the robbery. It is difficult to see upon what principle of equity the refusal of restitution can be based. This is a thinly disguised movement to nullify the law; as, if granted the privilege of retaining excessive charges, the roads will be encouraged to boost their tariffs on the least provocation.

"A local or proportional rate 'in' cannot be absorbed, diminished or 'affected' by any 'out' rate not in effect or affected at the time when the traffic moved upon such local or proportional rate."—Interstate Commerce Commissioner Lane. The effect of this decision is to give grain held in transit a different rate from that at point of origin, a reduction of the thru rate injuring points between and an increase of the thru rate injuring the points of origin. In obtaining this ruling the Missouri River markets scored only a temporary advantage upon the quantity of grain in store, but in the event of a reduction in rates they will regret their early success.

Unfair discrimination in elevation allowances is alleged by the S. R. Washer Grain Co., of Atchison, Kan., in a complaint filed with the Interstate Commerce Commission Aug. 5 asking that the Missouri Pacific Ry. be required to pay \$54,419 damages, and that regulations be enforced to give the elevators at Atchison a square deal. By agreement with the Missouri Pacific the company erected an elevator, with the understanding that the road would give the elevator a share

of its business. Instead the railroad company, owning elevators at Kansas City, Mo., and Leavenworth and Coffeyville, Kan., operated them free of charge, yet refused to perform such free service for complainant at Atchison.

Joint use of tracks by the Santa Fe and Gould lines was arranged July 30, whereby New Orleans will be given a stronger hold on the grain exports from the southwest. The Santa Fe will use the tracks of the St. Louis, Watkins & Gulf from Oklahoma to Alexandria, La., and the tracks of the Texas & Pacific from that point to New Orleans and will begin running trains over the new line some time in September. It will establish a new line to the coast from New Orleans, said to be about 350 miles shorter than the Southern Pacific. The agreement is not made for a long period, as the Santa Fe will build its own line into New Orleans as fast as possible parallel with the Kansas City Southern from Leesville, La.

Complaint against the Buffalo-New York lines was made to the Interstate Commerce Commission Aug. 2 by the Washburn-Crosby Co., of Buffalo and Minneapolis; Thornton & Chester Milling Co.; Banner Milling Co.; Standard Milling Co. and the Urban Milling Co. of Buffalo; the Niagara Falls Milling Co., of Niagara Falls; and the Moseley & Motley Milling Co., J. G. Davis & Co. and J. A. Hinds & Co., of Rochester, N. Y.; alleging discrimination against them and in favor of the western and northwestern millers, by the Pennsylvania; New York Central; Lehigh Valley; Delaware, Lackawanna & Western; Erie; and New York, New Haven & Hartford Railroads. Rates on grain and flour from Buffalo to the seaboard are alleged to be grossly excessive compared with the thru rate from Minneapolis, Milwaukee and Chicago. It is not believed the Buffalo millers will be able to obtain any considerable reduction of the local rate out of Buffalo east, the Interstate Commerce Commission having recognized the principle that railroads may make low thru rates to compete with a water route.

If an elevator is a part of the equipment of a railroad, necessarily used in connection with transportation, we hardly see where it stands on any different footing from a box car. Certainly it would not for a moment be contended that the rolling stock of a carrier could be placed at the disposition of one shipper to the exclusion of others. And where a railroad company makes a large investment in elevator properties, and then turns the same properties over to one individual, with the power on his part to exclude every other shipper from use thereof, it is not unreasonable to conclude that such a facility will be operated for the especial benefit of the lessee, rather than for the convenience of his competitors in business. We cannot escape the conclusion, that the making of a lease of an important facility in the transportation business, with the power on the part of the lessee to deprive the public of the use of such facility, amounts to giving such a lessee "an undue and unreasonable preference or advantage," within the meaning of section 23 of the act above quoted, which is expressly forbidden, thereby. Independent of statute it is held that railroad cannot "lease or sell its railroad, nor any property essential to the operation of its railroad."—Excerpt from the recent decision by the Wisconsin Railroad Commission.

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Supreme Court Decisions

Sale of Membership.—Where a board of trade has not consented to the sale of a membership, it has jurisdiction to try the member for a violation of its rules.—*Boston v. Chicago Board of Trade*. Supreme Court of Illinois. 81 N. E. 42.

Delay by Carrier.—A shipper is not justified because of unreasonable delay in the transportation of his goods to refuse to receive them from the carrier.—*Chesapeake & O. Ry. Co. v. Saulsberry*. Court of Appeals of Kentucky. 103 S. W. 254.

Breach of Contract.—In an action by the seller for breach of a contract for purchase of wheat screenings, the question whether the screenings contracted for were in fact shipped was properly submitted to the jury.—*Listman Mill Co. v. Miller*. Supreme Court of Wisconsin. 111 N. W. 496.

Carrier's Liability.—In the absence of a stipulation restricting the liability of a carrier, not only the initial carrier, but also any other carrier on whose line loss or injury to the property occurs, is responsible to the owner therefor.—*St. Louis S. W. Ry. Co. v. Kilberry*. Supreme Court of Arkansas. 102 S. W. 894.

Seed Lien.—Under the seed lien statute of this state (sections 6271, 6272, Rev. Codes 1905), a person who in good faith furnishes seed grain to another is entitled to a lien for the entire purchase price of such seed upon the crop produced therefrom, whether all of such seed is sown or not.—*Schlosser v. Moores*. Supreme Court of North Dakota. 112 N. W. 78.

Landlords' Lien and Crop Mortgage.—In an action for conversion of a crop, claimed by plaintiff under a lien for rent, it was competent for defendant to prove that the tenant was indebted to him and had turned over to him the crop in payment thereof, provided the transaction did not interfere with plaintiff's lien.—*Baker v. Cotney*. Supreme Court of Alabama. 43 South. 786.

Mutual Insurance.—A member of an insolvent mutual assessment insurance company cannot set off a debt due him for a loss under a policy against assessments due from him to the company to pay losses, even though the company is a foreign corporation, and the suit to recover the assessments is brought by a foreign receiver.—*Stone v. New Jersey & H. R. Ry. & Ferry Co.* Supreme Court of New Jersey. 66 Atl. 1072.

Delay in Transportation.—Damages in an action for delay in transporting merchandise, the damage is the depreciation in the market value of the goods at the time and place they should have been delivered and the market value in the condition delivered at the time and place of delivery or tender, with any expense caused by such delay.—*McKerall & Murchison v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 56 S. E. 965.

Course of Dealing Proof of Intention.—Where defendant was sued upon written contracts for the sale of cotton, and pleaded their illegality as transactions in futures, the evidence as to plaintiffs' assignor's business methods tending to show that ordinarily cotton was not actually delivered in making settlement of his contracts, such testimony tended to support defendant's plea that there was no intention to make delivery under his contracts.—*Smith v. Bowen*. Court of Civil Appeals of Texas. 100 S. W. 796.

Fire Started by Engine.—In an action by an insurance company against a railroad for money paid on a policy for loss on grain elevator by fire occasioned by sparks from one of defendant's engines, admission of evidence that witnesses had seen engines belonging to defendant other than the one by which the fire was alleged to have been caused, throwing sparks, was

harmless, in view of defendant's right of cross-examination.—*Aetna Ins. et al. v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals. 100 S. W. 569.

Death of Employee.—One ordering an employee into a bin of oats to correct some defect therein, in the process of which the employee is smothered to death by a fall of oats, is a vice principal and not a fellow servant, where it is shown that he was in charge of the elevator to which the oats were to be transferred, and was accustomed to employ men to assist him therein, that he hired decedent, and that he gave him, as well as others directions as to their work.—*Meier v. Way, Johnson, Lee & Co.* Supreme Court of Iowa. 111 N. W. 420.

Recovery of Trust Funds Lost in Bucket-shop.—Where a customer in his dealings with defendant, which conducted a bucket-shop, used funds which he held in trust, and lost the same to defendant, such dealings being merely gambling transactions between themselves, without any actual buying or selling of stocks or commodities, defendant, having obtained such funds without giving any lawful consideration therefor, may be required in equity to restore the same to the rightful owners.—*Joslyn v. Downing, Hopkins & Co.* Circuit Court of Appeals, Ninth Circuit. 150 Fed. 317.

Crop, Wife's Property.—Where a married woman purchased the land upon which barley was raised with her own separate money, earned prior to her marriage, conducted the farming of the land in her own name without the assistance of her husband, who was most of the time absent from the state, and deposited the barley in her own name, it was her separate property, and not subject to be taken under execution against her husband to satisfy a judgment debt contracted by him before his marriage with her.—*Hester v. Stine*. Supreme Court of Washington. 90 Pac. 594.

Buyer's Inspection of Perishable Produce Sold f. o. b.—A contract for the sale of perishable produce stipulated that the prices were f. o. b. cars. The B/L contained the notation "Inspection allowed." Evidence showed a custom that the buyer could inspect the goods on arrival, and, if not in good condition, reject them. The custom was known to the agent of the seller who made the sale. Held, in an action by the seller for the price, that the evidence of the custom was admissible to show that the same was a part of the contract of sale, and to explain the significance of the quoted words in the B/L, and give the buyer the right of inspection before delivery, and refuse acceptance on the goods being damaged.—*Z. T. Fort Produce Co. v. Dissen*. Court of Civil Appeals of Texas. 101 S. W. 477.

Recovery of Freight Charge.—A sells to B. an article, and contracts with a carrier to transport it at a given rate of freight. It is agreed between A. and B. that B. shall pay the freight bills and deduct from the purchase price the amount so paid. The carrier delivers the article to B. and collects from him a higher rate than that agreed on. B. credits the amounts so paid on the purchase price. At the time of payment, B. is ignorant of the terms of the agreement between A. and the carrier, and A. has no notice that a higher rate than that agreed on has been demanded of B. Held, that A. is entitled to recover of the carrier the difference between the rate agreed on and the rate actually collected.—*Georgia R. & Banking Co. v. Crossley & Co.* Supreme Court of Georgia. 57 S. E. 97.

Carrier's Sale of Unclaimed Corn.—Under Ky. St. 1903, § 785, authorizing a carrier having unclaimed freight not perishable in its possession for one year to sell the same at public auction, on giving notice to the consignor and consignee, etc., and to sell perishable freight as soon as it deems a sale necessary, on giving similar notice thereof, and to retain out of the proceeds the expenses of transportation, storage, advertisement, sale, etc., a carrier having in its possession as unclaimed

freight corn delivered to it for transportation must, as soon as it is deemed necessary to sell the same, sell it as perishable freight, and give notice thereof, and may, if necessary, to sell it at some other place for want of market, transport the same to such place, but the sale must be made in the state, and the carrier taking the freight to another state and there selling it converts it.—*Chesapeake & O. Ry. Co. v. Saulsberry*. Court of Appeals of Kentucky. 103 S. W. 254.

Cobs

Grain frauds in the free port at Hamburg, Germany, have been discovered. Weighmen, car men and grain dealers are implicated. Grain valued at more than \$25,000 has been stolen and 17 persons have been taken into custody.

"The personal equation is the factor which makes fixing a grain standard hard of realization. One man's ideas are not the same as those of another when it comes to judging grain, and this makes discussions relative to uniform grades of only academic value."—A. Brandeis, Louisville.

A Netherlands grain dealer writes U. S. Special Agent J. L. Benton at Rotterdam: "The worst corn reaches here during May and June, and the cargoes from Newport News seem to reach here in worse condition than from any other port. The shipments from the Gulf have been bad, but how much this varies is learned by the fact that last year all corn shipped from the Gulf was perfectly good, while shipments from Atlantic ports were nearly all damaged."

In regard to American certificates final Robert Patterson, chairman, at the last annual meeting of the London Corn Trade Ass'n, said he was sorry to say that altho they had been in active intercourse with the American bodies they were not altogether satisfied with the treatment received, the Americans having failed to meet them in the spirit they had a right to expect. "If we only take a decided and united position on this side I think we shall get satisfaction."

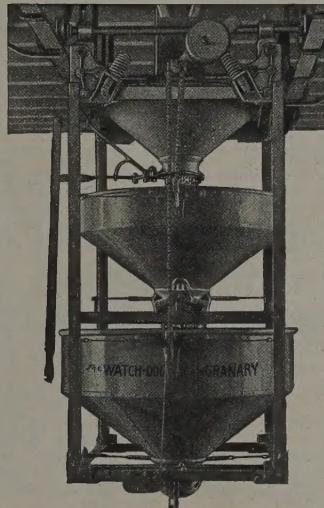
Kansas refuses to be classed among the states having a large area good for nothing but macaroni wheat. Tho the Washington cerealists have been booming durum wheat for several years industriously their success in the northwest has been conspicuously absent in Kansas, Secy. F. D. Coburn declaring that the entire acreage of spring wheat in his state, including macaroni, is only 200,000, while the acreage of winter wheat has been more than doubled in many western counties.

We are now facing one of the most extraordinary seasons with which the present generations of grain merchants has had to grapple, for with a steadily growing demand for breadstuffs throughout the old-world and the Orient, and perhaps in the United States—for some authorities there claim that the rate of consumption has increased by a bushel per capita in the past four or five years—we are about to enter upon a period when the supply seems certain to be on a much smaller scale than we have had the past two years. Dealing with the whole crop of the world, the deficiency this year, compared with last, is 288,000,000 or compared with the average production of the past two years it amounts to 248,000,000 bushels.—Geo. J. S. Broomhall.



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—The Watch
Dog of the
Granary*

*It will see
that your
weights
are correct*



THE AMERICAN GRAIN METER

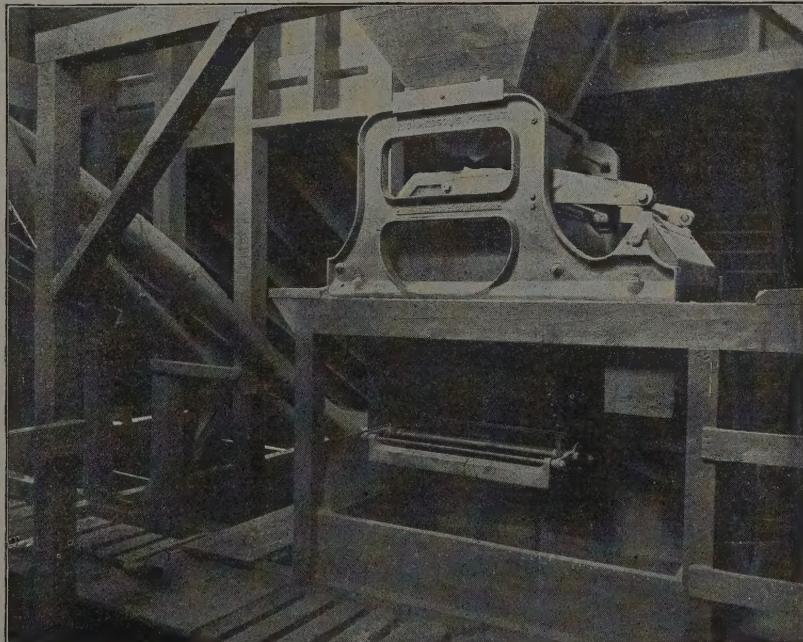
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AUTOMATIC WEIGHING
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RICHARDSON'S Country Elevator SCALE



AUTOMATICALLY Weighs
and Registers every ounce
of Grain that enters or
leaves your Elevator.

ACCURACY GUARANTEED
Within $\frac{1}{2}$ -bu. on a Car Load Lot.

Requires minimum of space
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1,000 bu. hourly capacity only 43 in.
2,000 bu. hourly capacity only 57 in.

Specially Constructed for
Weighing Intermittently at
Great Speed.

RICHARDSON
Scale Company,
3-4 Park Row, New York.

122 Monroe St. 415 3rd St., S.
Chicago. Minneapolis.

Patents Granted

Gas Engine. No. 860,651. Ernest Franklin, Portland, Ore.

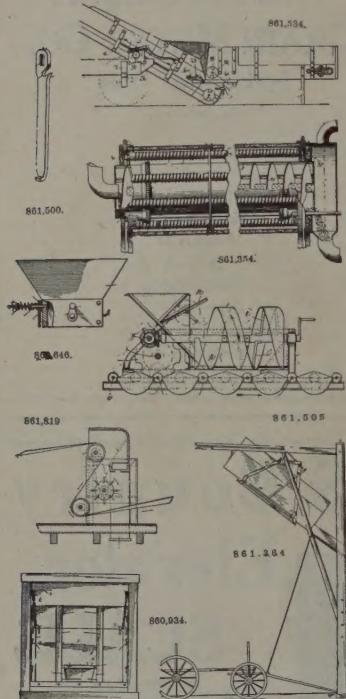
Gas Engine. No. 861,729. Chas. Jacobson, Warren, Pa.

Carbureter. No. 861,758. John F. McCanna, Chicago, Ill.

Sparkler for Engines. No. 860,710. Wm. A. Vause, Columbus, O.

Gas Engine. No. 861,673. Alfred N. Parnall, Florence, Colo.

Gas Engine. No. 861,411. Carl W. Weiss, New York, N. Y.



Igniter for Engines. No. 861,921. Richard Varley, Englewood, N. J.

Carbureter for Engine. No. 860,908. Giovanni Enrico, Turin, Italy.

Machine for Treating Flax. No. 861,688. Karl Wessel, St. Paul, Minn.

Valves for Gas Engine. No. 860,630. Francis W. Brady, Englewood, N. J.

Valve for Gas Engine. No. 862,100. L. M. Osborn and J. E. Mannis, Topeka, Kan.

Valves for Gas Engines. No. 861,889. Franz J. Petermoller, Brunswick, Germany.

Gas Engine. Nos. 860,732 and 861,205. Newton Crane, Boston, Mass., assignor to E. C. Lee, Boston.

Gas Engine. No. 861,763. Lynne Paschall, Springfield, O., assignor to Patrick J. Shoulin, Springfield.

Gas Engine. No. 861,726. Samuel M. Howell, Zanesville, O., and Frank W. Green, Little Falls, N. J.

Gas Turbine. No. 861,329. Aurel Stodola, Zurich, Switzerland, assignor to A. G. M. Escher, Wyss & Co., Zurich.

Gas Engine. No. 861,711. John Croft, Birmingham, Eng., assignor of three-fourths to B. M. Broadway, W. L. Broadway and J. B. Broadway, Birmingham.

Vaporizer for Engines. No. 862,083. Chas. I. Longenecker, Milwaukee, Wis., assignor to International Harvester Co.

Gas Engine. No. 861,614. Elmer S. Smith, Englewood, N. J., assignor to Devac Auto Co., East Orange, N. J.

Crank Case for Gas Engines. No. 860,638. Howard E. Coffin, Lansing, Mich., assignor to Olds Motor Works, Lansing.

Gas Engine Regulator. No. 861,393. Sidney A. Reeve, Worcester, Mass., assignor to Chas. F. Brown, trustee, Reading, Mass.

Sparking Igniter. No. 861,615. James M. Smith, Philadelphia, Pa., assignor to one-third to Clarence L. Altemus and one-third to Herbert B. Bowles, Philadelphia, Pa.

Elevator. No. 861,534. (see cut) Wm. Peters, Peoria, Ill. The elevating belt runs in an inclined leg on a portable support the leg folding in sections and its lower shaft driving a feed drag which is swingably attached to the leg.

Grain Door Hanger. No. 861,500. (see cut) Winfield P. Carter, Raymond, Ill. The hangers are swing on the track and have near their upper ends outstanding lips defining downwardly inclined seats, and at their lower ends oppositely projecting lugs.

Grain Car Door. No. 860,934. (see cut) Wm. McFadden, Superior, Wis. Adjacent to the lower edge of the door is an opening closed by an auxiliary door pivoted to the main door. The lower edge of the auxiliary door is received on a cross bar having a metal facing and a seat.

Bag-holder. No. 860,646. (see cut) Samuel B. Durham, Beaver Creek, Ill. The bag is received by a chute from the wall of which extends a bolt engaging a sleeve. The bag-engaging member is pivotally and slidably mounted upon the sleeve, a spring holding the member yieldably against movement away from the chute.

Belt Discharger. No. 861,819. (see cut) Thomas A. Edison, Lewellyn Park, Orange, N. J. Between the upper and lower runs of the belt is a stationary shelf for receiving the material discharged from the upper run, the discharged material being projected forwardly in the direction of and upon the lower run by a roller which is driven by the belt.

Grain Drier. No. 861,354. (see cut) Jos. R. Brooks, Cedar Rapids, Ia., assignor on one-half to M. Ford, Cedar Rapids. Each of the group of drying units comprises a revolving conveyor thru which the grain passes, a non-conducting shell enclosing the conveyor, and a frame adapted to support both the conveyor and the shell, the frames of the several units being adapted for indefinite extension by bolting to each other.

Automatic Corn Cribber. No. 861,364 (see cut) Myron L. Hurd, Kansas City, Mo., assignor of one-half to O. S. Hurd, Kansas City. The bed of the wagon is provided with cross bars engaged by lifting frames. The lifting mechanism comprises a pair of independent frames each having a slotted member, a shaft loose in the slots, ropes connecting the shaft and traveling beams and a locking device for the frames.

Filler for Conveyors. No. 861,505. (see cut) Karl Dees, Cologne, Germany. A helical guard band rotates on a longitudinal axis and distributes to the conveyor the material delivered by the chute, the pitch of the helix corresponding to the distance between centers of the buckets, while the speed of rotation of the helix corresponds with the speed of movement of the conveyor, whereby the helical guard band covers the spaces between successive buckets of the conveyor.

Damage to a corn cargo while crossing the Atlantic recently was assessed against the shipowner by an English court. Sea water had been permitted to leak into two of the holds, and there was no protection from the heat of the engines, owing to a door being off during part of the voyage. Shippers are not always to blame.

Books Received

THE FORAGE AND FIBER CROPS IN AMERICA, by Thomas F. Hunt, M. S., D. Agr., Professor of Agronomy in the New York State College of Agriculture at Cornell University. This book has been prepared with a view to meeting the demand for an untechnical but scientific and comprehensive treatise of the grasses, legumes, and fibers. The method of presentation is similar to that of "The Cereals in America," to which book this is proposed as a companion. The book is admirably adapted to general reading and will undoubtedly take its place among the few handbooks on agricultural topics. To timothy, Kentucky blue grass, red clover, alfalfa, cowpeas and cotton has been given the same plain, thoughtful, and accurate treatment which characterizes "The Cereals in America." An abundance of new and scientific thought has been crowded into these pages. Reproduction in grasses, permanency in meadows and pastures, the role of legumes in soil inoculation, the production of root crops as a substitute for the more expensive concentrates, fiber crops in their economic relations, the detection of adulterations and impurities are some of the salient features. More than 150 illustrations prepared by B. F. Williamson, illuminate the text. Fully illustrated; 429 pages. Cloth. \$1.75. Orange Judd Company, New York, N. Y.

Summer Freight Rates on Coal.

A lower freight rate on coal during the summer months as an inducement to move the bulky commodity before the winter congestion is being urged upon the railroads.

The Northwestern Retail Coal Dealers Ass'n at its recent convention at Duluth voted to appoint a committee to take up the matter of summer rates with the wholesalers and the railroads the coming year.

An experiment with summer rates is being made this year by the railroads in stocking up the southwest from the Missouri, Kansas and Indian Territory mines. These rates are graduated commencing April 1 with a reduction of about 25c per ton; in May, 20c; June, 15c, and July 10c.

Statement of Mill Owners Mutual.

The sixty-fourth semi-annual statement of the Mill Owners Mutual Fire Insurance Co., of Iowa, the oldest of all flour mill mutuals, shows the company had \$8,078,930 insurance in force July 1. Its deposit notes amounted to \$284,449.90; real estate loans, first mortgage, \$204,757.10; interest accrued, \$3,291.82; cash on hand, \$49,557.57, making the total assets \$542,056.41.

The receipts for the first six months of the year included assessments, \$71,796.44; guaranty deposits, \$18,853.93; interest, etc., \$7,433.45; mortgage loans repaid, \$13,600.

The disbursements included losses adjusted and paid, \$37,803.70; expenses, \$15,383.91; guaranty deposits returned, \$14,765.22, and mortgage loans made, \$38,800.

We have exported 20,000,000 bus. of macaroni wheat and it is in order for the milling journals to tell us what has become of the balance of the 50,000,000-bu. crop. The northwestern farmers keep right on raising macaroni wheat, and I guess they will continue raising it indefinitely.—Julius Barnes.

Fire Insurance Companies

Established 1889

**Indiana Millers Mutual Fire Insurance Company
OF INDIANAPOLIS, IND.**

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

**THE OLD RELIABLE
Michigan Millers' Mutual Fire Insurance Co.
OF LANSING, MICH.**

Elevator and Grain Insurance

Assets	- - -	\$1,898,142.34
Losses Paid	- - -	1,766,407.89
Net Cash Assets	- - -	367,263.93

**MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS
ALTON, ILLINOIS.**

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance
at the lowest cost, write to us.

Insurance in force, - - - \$10,158,139.43
Face value of notes, - - - 1,451,877.89
Cash Assets, - - - 300,148.96

D. R. SPARKS, Pres. A. R. MCKINNEY, Sec.
Chicago Agent: M. W. Fugit, 740 National Life Bldg.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning	.....	85,500,000
Risks in force, Tornado	.....	1,010,000
Admitted Ledger Assets	.....	\$16,478.59
Six Months' Assessment in course of collection, over	.....	25,000.00
Total Amount Assets Available for the payment of losses	.....	\$41,478.59

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

**ORGANIZED 1883
The Western Millers Mutual Fire Insurance Company**

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

**MILL OWNERS MUTUAL FIRE INSURANCE COMPANY
DES MOINES, IOWA**

Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets, - - - \$ 254,314.69
Losses Paid, - - - 1,282,844.90
Saved to Policy Holders, 1,665,098.34

Our Deposit Notes represent but one annual Premium.
Organized in 1875.

J. G. SHARP, - Secretary.

**LOW COST
FOR
Short Term Insurance**

Grain insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

Short term insurance with the



means from 40 to 50 per cent. below pro rata for the time carried.

No grain dealer is using the best business precaution that does not learn our price on his elevator and keep fully protected with us.

Address:

**C. A. McCOTTER, Sec'y
Board of Trade Building**

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1885

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)
Semi-Annual Assessments costing about one-half Stock Company rates.
NO conflagration hazard.

Gross Assets, - - - \$4,429,866.14
Net Cash Surplus, - - - 848,660.89

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City, Missouri

ELEVATORS WANTED

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YOU'LL BE ARRESTED

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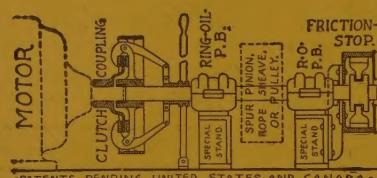
ARREST

THE DUST AT YOUR ELEVATOR.

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Evans Patent Motor Attachment For Elevator Leg Drives

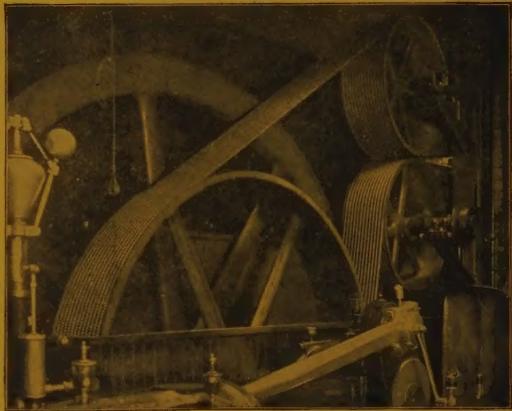
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Telescope Flexible Car-loading Spouts

with chain connections are especially advantageous when there is only small amount of space between elevator building and railroad track. After loading spout may be closed, as shown in cut, thus clearing the car.

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